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START

OF

ROLL

ROLL

257

AGENCY
NAME: ODOT

SERIES TITLE:
CONSTRUCTION CONTRACTS

FIRST RECORD
ON REEL: 9953 *1 (1985)

REDUCTION
RATIO: 21X

1985 Jct. Sunset Hwy.-Jct. Pacif-9953
ic Hwy. Sec. Beaverton-Tigard Hwy. SE
Tigard. (Paving, guardrail & barr.)#1

9953

11-27-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, vs. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962

DEPOSITION OF O. BRYANT JACKMOND

BE IT REMEMBERED That, pursuant to stipulation of counsel for the respective parties, hereinafter set out, the deposition of O. BRYANT JACKMOND was taken before Jessica Elliot, a notary public for Oregon, on November 7, 1985, at the Justice Building, Salem, Oregon.

APPEARANCES

Mr. Gene B. Mechanic, appearing on behalf of the plaintiff; Mr. William F. Cloran, Assistant Attorney General, appearing on behalf of the defendant.

JESSICA ELLIOT
Court Reporter
2309-12 State Street
Salem, Oregon 97301
(503) 363-2733

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STIPULATION

(At said time and place the following stipulation was entered into between the attorneys present in behalf of the respective parties:)

IT IS HEREBY STIPULATED AND AGREED by and between the parties hereto, through their respective attorneys, that the deposition of O. BRYANT JACKMOND may be taken before Jessica Elliot, a notary public for Oregon, at this time and place, on oral interrogatories, direct and cross, to be propounded to said witness as by law provided.

IT IS FURTHER STIPULATED AND AGREED that all irregularities as to notice of time and place and manner of taking said deposition are hereby waived, each party reserving the right to object at the time of trial to any question or answer as to the competency, relevancy or materiality thereof, but that objections as to the form of questions and responsiveness of answers may be made at the time of taking said deposition or shall be deemed to be waived.

O. BRYANT JACKMOND

was thereupon duly sworn on oath and testified as follows:

EXAMINATION

BY MR. MECHANIC:

Q Mr. Jackmond, I represent a representative of the International Union of Operating Engineers, Local Number 701, which covers persons who operate heavy equipment in Oregon and southwest Washington, who are covered by union contracts. Some time ago this representative made a request to the highway division for copies of certified payrolls on two projects and there was no response to that request and to date, that request has been denied after a petition was filed with the Attorney General's Office and a lawsuit has been filed in Marion County Circuit Court under the public records law claiming that those records should, in fact, be disclosed. The questions I ask will be geared toward that subject. If you need help from Mr. Cloran, he's right here, so if you don't understand my question or want to discuss a response with counsel, you should feel free to do so.

A Okay.

Q Let me first begin with asking what your present job is.

A I'm currently contract manager, Engineering, for the

Oregon State Highway Division.

Q What are your job duties?

A There are several units within the construction section which I'm assigned to. The units of work that I have responsibility for are contract payments, the progress, and finally processing of the calculations and checking of final contract quantities, the appropriation of the engineers estimate for upcoming contracts and that same group analyzes cost for change order work, time extensions on contracts; I process those and make recommendations to the assistant highway engineer on time extensions, contracts, claims, disputes; I handle those and have a person assigned to me to assist in that work. Generally in an advisory capacity I work with the regional assistant and assistant regional engineers on the projects; most of that is by phone.

Q How long have you been employed in your present job?

A Since I believe February of '77. I think that's correct.

Q What did you do before then?

A I was a field operations engineer in the construction section for the Highway Division.

Q How long were you a field operations engineer?

A About five years.

Q What is a field operations engineer?

A Well, as the name and title implies, spends more time in the field observing the contract work in progress under the contract to insure statewide compliance with contract requirements.

Q From a technical standpoint or from a legal standpoint?

A Part of both but basically that field operations job is more along the lines of the adequacy of the actual construction work itself, whether or not it complies with the plans and the specifications and, over and above that, whether they are giving us the product we think we want.

Q What did you do before the field operations job?

A I was a special project engineer assigned to the Mt. Hood Freeway project in Portland.

Q I thought they never went with the Mt. Hood freeway.

A That's right. My job was to work with and guide a consulting firm in the appropriation of environmental impact statement in the event we ever did, which we did not, so I worked myself out of a job there.

Q Were you ever a project manager?

A Yes, sir.

Q How long ago were you a project manager?

A 1963, '62.

Q For one year or so?

A About a year and a half. I was an assistant project engineer about a year and a half prior to that.

Q You have an engineering degree?

A Yes.

Q Where and when did you get that degree?

A Oregon State, 1956.

Q Do you presently get involved in contractor compliance with prevailing wage laws?

A To some extent. The job I have, the labor compliance and EEO Section used to report through my position. That was changed about a year and a half ago and now they report directly to the construction engineer, but because of my prior involvement there is a lot of advisory liaison discussion that I have with that section concerning compliance.

Q Is Mr. Schwartz a construction engineer?

A No.

Q Mr. Fredrickson?

A Yes.

Q So at present under the organizational structure, would Mr. Widmer report directly to Mr. Fredrickson?

A Technically that's correct; in actuality, he usually comes through me because of our past reporting relationships.

Q Do you then discuss things with Mr. Fredrickson when Mr. Widmer presents any sort of question on prevailing wage laws?

A Sometimes.

Q Sometimes you will deal with it yourself?

A Well, Mr. Fredrickson is not the only one I discuss things of that nature with. I may discuss it with Mr. Fredrickson, I may discuss it with our attorney, Jack Sollis; I may discuss it with Mr. Schwartz. I may not discuss it with any of those people personally. I may advise John Widmer, this is what I think and why don't you go talk to Jack Sollis or Fredrickson. I usually don't make a final decision for him. I may obtain one for him.

Q Is there a person in the Highway Division who has the ultimate responsibility for making decisions on what to do about prevailing wage matters?

A Yes.

Q Who would that be?

A I would have to say it would be Mr. Larry Rulien, state highway engineer.

Q The actual highway engineer himself?

A Right.

Q What kind of issue would be such that they would actually go to Mr. Rulien?

A Extremely rare. It would be issues involving large sums of money or very sensitive issues for whatever reason. They normally do not go to him for decision.

Q When we're talking about Mr. Rulien dealing with a decision, we're talking about him dealing with it in the capacity of the state highway engineer, so before then, you would be talking about Mr. Coulter having made those decisions?

A Yes.

Q Can you give examples of the kinds of decisions that went up to Mr. Coulter or more recently to Mr. Rulien on prevailing wage matters?

A As I said before, those are extremely rare cases. I don't recall any that have gone to Mr. Rulien. He has been in that job for only a few months. I believe we discussed with Mr. Coulter some labor compliance problems that we had on two or three different freeway jobs involving concrete barrier supply being produced and supplied by minority business sub contractors and the violations involved the claim by the sub contractor that he was, in fact, a supplier and not to be included in Davis-Bacon. We felt he was not excluded from Davis-Bacon and the wage rate difference was quite a large sum of money. I don't recall what that sum was right at the moment but quite a large sum of money. He had engaged an attorney and their complaint was, well, if we force him to comply with Davis-Bacon that will bankrupt this minority subcontractor. Before we took action on that, we discussed that with Mr. Coulter to make sure he was aware of the sensitivity involved and the amount of money involved.

Q Do you remember how that matter was resolved?

A I don't think it has been resolved yet. It's still an active action. It was resolved by the division ruling that the operation was covered by Davis-Bacon and we would take X amount of dollars out of the prime contractor's money. We still have that money. The issue has not been settled to my knowledge.

Q What project was that involving?

A That involved, as I said, several different jobs. It started out in eastern Oregon on the Ladd Canyon-North Powder job. It's an 84 freeway job south of LaGrande. I believe that's the job. The same contractor was involved in two or three other jobs and I cannot recall the names of those jobs. They were on I-5.

Q Do you have any sort of periodic meetings in Salem on dealing with the policies and procedures for monitoring contractor compliance with prevailing wage laws?

A Not regularly, no.

MR. CLORAN: What do you mean by the limitation "in Salem" generally?

MR. MECHANIC: Well, I meant basically people who work out of the offices here as opposed to the projects themselves.

Q (By Mr. Mechanic) Do you have any sort of Highway

Division group, whoever they may be, that is what I was getting at, I guess, that had a structured session, whether it be once a month or once a year, to discuss the policies and practices that you have on contractor compliance with prevailing wage laws?

A I could say that is done on more or less an annual basis at what we call our project manager meetings where we, in the construction section, go out in the field and meet with our project people and construction people and other employees, and at that time EEO, MBWE, labor relations compliance is a topic at those discussions and meetings. We reiterate what the current practices are or should be on labor compliance, among other things.

Q Were you involved with any decision with respect to whether or not certified payrolls can be disclosed to members of the public?

A Not directly.

Q What kind of involvement did you have?

A My involvement was indirectly. I received at some time in the past, and I think it was a couple or three years ago, a communication from Mr. Al Harwood who I think at that time was the project engineer on the 205 bridge. He's now region one or the metro operations engineer. At the time he had received a request, and I don't remember from whom now, for payrolls and he was discussing with me his philosophy and concept of whether or not those should be released and I don't recall the specific details of the conversation as to who was involved, who was making the request or anything else. That request ultimately was discussed with Mr. Harwood and Jack Sollis and I did not have an active part in the decision making resolution of that. As I understand it, those payrolls were not given in the form requested but were given with names and social security numbers blacked out. Sometime later there was another request on another job in region one and I talked with Harwood on that. That likewise was discussed between Mr. Harwood and Mr. Sollis. I was not involved in that.

Q Mr. Harwood was the regional engineer?

A Region One operations engineer in metro, what we call our metro region.

Q So that decision, as far as you know, was made without going to anyone in Salem other than Mr. Sollis?

A I don't know. I simply understood from my conversations with Mr. Harwood that he did talk it over with Mr. Sollis and I do not know what Mr. Sollis did or didn't do.

Q I'm just curious, if a question is raised like that, that sort of involves a question of policy beyond a given project, wouldn't you say?

A Yes.

Q Wouldn't that be something that at least you or Mr. Coulter, if he was the state highway engineer at that time, or someone who has an overall managerial role, would participate in?

A And did. There is a policy instructional memoranda out from the director of our department that states what the division's policy is and that policy includes the way to handle items that may be exempt under state statute and if there is any question at all, we are instructed to refer that matter to the legal counsel which we did, through Mr. Sollis, what he has been told by the director to say or to do, I have no idea. That is between him and the commission.

Q Well, if Mr. Sollis was delegated authority to make a decision on how certified payrolls fit into the director memorandum, wouldn't he issue some kind of statement to all the project managers or something along those lines?

A Not necessarily.

Q Are you aware of any memo from Mr. Coulter stating exactly what you do with request for certified payrolls from members of the public?

A No, I'm not. I don't recall it. I may have seen something. If you have a copy of it, it might refresh my memory.

Q I don't. Mr. Widmer referred to it.

A That may be. I don't recall it.

Q You mentioned that there is a problem with a DBE -- that's Disadvantaged Business Enterprise -- that was referred to Mr. Coulter. Do you recall any other prevailing wage problems in particular that were referred to Mr. Coulter?

A (Pause) -- It seems like there was another concrete barrier problem dealing with another subcontractor which was not a DBE but that would have been several years ago. I don't recall exactly when that would have been but it was a similar issue and there undoubtedly were other times. You say referred to him, mostly these were discussed with Mr. Coulter and he was made aware of what we provided in the way of information. That was usually not questioned.

Q Did any of these questions Mr. Coulter might have decided have gone through you?

A Yes. Not today necessarily, but for the first four years or so I was in that position and the labor compliance unit was reporting to me.

Q Now it may go to Mr. Fredrickson?

A It may come to me in an advisory capacity and then to Mr. Fredrickson.

Q Would you suspect that anything significant enough to reach the highway engineers office for discussion that Mr. Fredrickson would be aware of that?

A Usually, not always.

Q Were you involved in this decision at all to try to do something about truck driver owner operators?

A I'm not sure I understand the question.

Q Are you aware of any investigation concerning Davis-Bacon compliance regarding truck driver owner operators?

A Yes.

Q Is that something that was initiated while you were still the direct contact person for Mr. Widmer?

A No, I don't think so, let's put it that way. As I understand, that is an investigation that is under way by the Attorney General's Office and I do not have any personal knowledge of how that started or where it is today.

Q Who in the Highway Division has that knowledge?

A I really don't know. I received a communication from our attorney and that was the first I knew of it. Who else besides our chief counsel is aware of the investigation I don't know.

Q Well, if a problem reaches the level where it goes to the Department of Justice, would someone from the Highway Division work with the attorney general assigned to the case, as far as reviewing documents?

A If and as requested that would be normally so. If not requested, no.

Q So at this stage you don't know of anyone in the Highway Division who is specifically working with an assistant attorney general on the truck driver owner operator investigation?

A Not specifically. In telephone conversations with a couple of the project managers in Portland, two of them appeared to be knowledgeable or know about the investigation and they did not tell me they worked for any attorney from the AG's office, but they may have.

Q Is Mr. Jones one of those?

A Yes.

Q Is Mr. Bartells one of those ?

A Yes, those are the only two.

Q Do you know if this investigation involves one project or two or several?

A I don't know if it involves one, two, or several, but by inference, from what I have received from Mr. Sollis, there may be several jobs involved, but I really don't know.

Q Do you know which contractors are involved in the investigation?

A Not as a fact, no.

Q That's sort of a modified answer. You don't know or you think you do know?

A I really don't know. All I do know is that we were requested by our chief counsel to contact him before releasing retainage on about eight projects, I think, and that could be wrong, it could be six or nine, but several projects, and I do know that the contractors on those projects, the prime contractor is R.A. Hatch, Company. It may have been Hatch Real Company, Joint Venture, and the S.H. Groves Company. Those may be the only two primes involves. I am presuming a lot there and that may not be factual. I do not know if there is a listing of jobs that are in fact associated with the owner operator trucks.

Q The thing that I find curious, Mr. Jackmond, is that if you have an investigation at the Department of Justice level going on regarding possible criminal violations that fall under the jurisdiction of the Highway Division involving several projects and more than one project manager, why isn't someone in the Highway Division keeping tabs on who is involved and what violations might potentially be there and coordinating these lists of contractors and lists of certified payrolls or wage checks and contracts and all this kind of stuff in helping the Department of Justice.

A There may be; I don't know.

Q Well, who would know that then?

A I should suspect Mr. Frohnmayer would know that; I don't know.

Q Well, this may be just my ignorance.

A All I can say is what I know. I can't tell you any facts about that. I don't know any.

Q But as far as you know, no one under you in the construction engineering office is assigned or has been assigned the job of assisting the Attorney General on this particular investigation?

A Not to my knowledge.

Q Would there be some other office like either Mr. Widmer's office, perhaps, that would be involved?

A He may be involved to some limited extent. He may have provided some data to the Attorney General. I don't know that. Mr. Jones and Mr. Bartel may have a significant involvement. That I don't know either.

Q What is the current policy of the Highway Division on release of certified payrolls?

A (Pause) -- Current policy, as I understand it, and the way I would suggest to Mr. Widmer or anybody else that asked me, is that that matter be referred to our chief counsel because to me it falls in the area of information that is very likely exempt from disclosure.

Q I can understand how you defer to chief counsel in order to establish a policy, but my question is, whether you are aware of what the policy now is.

A I thought I just answered that.

Q Well, has the chief counsel provided you with what your policy should be?

A No, the director has. We have a written instruction from our director.

Q Okay.

A Okay. As part of that instruction, we have to refer such matters to the chief counsel. What instructions he has from the director as to how those matters are reviewed is between those two people, not me.

Q Okay. I'm doing a poor job here in trying to communicate with you. The policy of the director is a general policy describing what records are exempt under state law; correct?

A Right.

Q It does not specifically deal with certified payrolls?

A That is, I believe, correct. I have not memorized the document.

Q And what it says is, if you have any questions as to whether or not a particular document requested falls under the exemptions, refer it to your general counsel; correct?

A Right.

Q You believe that that has been done?

A Absolutely.

Q In relation to certified payrolls?

A Absolutely.

Q So what I'm asking now is whether there has been a more concrete policy, more specific policy interpreting how certified payrolls fit into the exemptions that you are aware of.

A I have a mental picture of what I think the policy is, but I'm not sure whether I got that from reading something or from being told something.

Q Why don't you tell me that.

A Whether it was Mr. Coulter's letter that you earlier referred to, I don't recall seeing anything specific in writing, but as I understand it, requests for certified payrolls are not to be granted as a policy matter. However, I would always, upon receipt of such requests, refer it to chief counsel. I guess I would phrase my understanding of the current policy that those are not public information unless authorized by the chief counsel.

Q Well, is the policy sort of geared to case by case analysis or is there a general policy that certified payrolls, which are the same forms for every project and contain the same basic information for every project, are not be be given to members of the public under the Public Records Law?

A I think that's right.

Q So you really don't need to refer it to counsel each time a request comes in?

A No, but I would.

Q Now, you mentioned that you personally believe, I believe, that certified payrolls fit under the exceptions to the public records disclosure, something like that; is that right?

A Yes.

Q Can you tell me what you mean by that? What exemptions, in fact, permit the Highway Division not to provide these records to members of the public?

A There are several exemptions and I have told you earlier that I have not memorized the law or our policy which is basically a restatement of the law, but some of the things that are not discloseable are reports containing opinions and recommendations upon which an agency's decision is later made, data containing personal information is one of the items, I believe, and I don't remember how many there are. Generally my concept of what the law says is that if the information is not necessary for the person asking for it, then take a look and see if that information is non discloseable. In other words, a need-to-know type thing. Who is asking for this and do they really need this information. If they do really need the information and it is not excluded, there is no problem. If there is an area and I have a question such as the reason the person is asking for the information, I will go back through the policy and the law and probably to our attorney, and make a determination then whether it is covered or not covered. I usually don't make the final decision. If I get into an area which I think is likely covered on the exemptions, I will always check with our counsel. I always have. I don't think I have ever made that decision, no, don't release that, it's excluded, not without checking with counsel.

Q What kind of opinions are contained in certified payrolls?

A I didn't say there were any.

Q Maybe I misunderstood. I thought you said --

MR. CLORAN: You asked him what he thought the objections were.

THE WITNESS: That is one of them.

Q (By Mr. Mechanic) I thought you were meaning exemptions as applying to certified payrolls.

A No, exemptions that would apply to public disclosure.

Q Public disclosure of certified payrolls.

A I'm not limiting my response to certified payrolls. My response was to all.

Q Well, this case is about certified payrolls. We can be a little more specific. I'm trying to get a sense from you of --

A Two or three would raise questions in my mind. One is the exemption of personal data and two is the exemption of proprietory information. There may be more but that would raise a question in my mind, where I would not release that information without concurence of counsel.

Q What proprietory information are contained in certified payrolls?

A You can tell quite a great deal about a given contractor's method of operation if you get into it. I have never used them for that or had any cause to but a competitor of a contractor may very well glean some inside information about another contractor's operation by simply looking at his payrolls. It could give information how he is paying his experts.

Q The wages are pretty well set.

A The minimums are but the maximums are not. I have never used payrolls for that purpose, nor do I ever see any occasion where I would, but some other person might.

Q Do you know of any case where certified payrolls have, in fact, been used in this way?

A No, not personally.

Q What is the personal information on certified payrolls?

A Social security number, name, address.

Q Do you know if the FHWA, the Department of Labor, or any other federal agency has said that this information is personal in nature and should not be disclosed when that information is obtained because of federal requirement?

A Not from personal experience, no, I don't know that. I saw a request come through the other day that had a legal opinion attached to it that purported to be a federal court decision. I felt, to my limited legal background, which I'm not an attorney by any stretch, that that fell a hell of a long ways short of being a conclusive case law cite. That was just my opinion.

Q I don't know what decision you are referring to, but I'm sure people will differ on it.

A Right.

Q Do you know how many projects are currently in operation for the Highway Division?

A (Pause)

Q I know Mr. Widmer said about 250.

A That probably is right. Last month we made progress payments on 153 projects. We don't make progress payments on all active projects because some are not yet started, some have been completed except for final pay, so there is somewhat more than 153 projects out there. The last time I looked, there was 200 or 220.

Q The best majority of those have some federal money, is that correct?

A Yes.

Q Do you know how many project inspectors are employed now by the Highway Division?

A You better explain to me what you mean by the term inspector.

Q Okay. I understand that project managers have a staff which includes project inspectors; is that right?

A Yes.

Q That project inspectors are people who actually go out to the projects and are assigned to see whether or not the contract terms are being met; is that correct?

A Yes.

Q I assume the word project inspector was probably a title of certain employees of the Highway Division. That is not true?

A No.

Q What title do you give to the people who go out and perform this function?

A Basically we have four or five titles and classifications; engineering aide is the beginning aide. They do some inspection work within their capability. The next step up is the resident engineer or project manager engineering technician I, and they do more advanced types of inspections as compared to the aide. Then engineering technician II and they do a little more advanced inspection and the project manager usually has an assistant or sometimes two and they may do some inspection work, they may supervise some crews and do a number of other things. The project manager himself may go out and do some inspection work.

Q Do you know if anyone of these inspectors are assigned to monitor prevailing wage compliance?

A Any of them could be.

Q Are you familiar with the specific process by which the people in the project manager's office monitor compliance?

A I think I am. I have not been out and observed their actions in doing so. I know what our instructions are and to my knowledge, the instructions are fairly well being followed because we get reports in on that. I think I do.

Q What are your instructions?

A Well, first, we have to get the payrolls in each month before we can process the monthly payment to the contractor and the payrolls are to be checked, and because the payroll sometimes get pretty thick in number of pages, we don't require a 100% check, but a spot check of the payrolls at that time.

Q What does a check mean? What do you do?

A Compare the classifications that you have on the payroll with the work that was done on the job by looking at a daily progress report and the people who are on the job, saying, yes, I know they had 44 truck drivers out there that week and these are they and they were classified correctly or corrections were made and they are paid correctly in accordance with the terms of the contract. That's a check.

Q Are there any guidelines as far as the extent to which a spot check needs to be performed? Do you go through ten pages and pick out a certain number of people?

A I believe there is a little bit of that described in our construction manual but I can't tell you in detail what that says. It's spot checking.

Q What happens beyond the spot check?

A There are interviews required to talk with employees of contractors and subcontractors to find out, what are you being paid, and then we take those interviews and come back and compare that with what they should be getting paid to see if the payroll is correct as to what the guy is paid. We have no problem in saying, hey, you're a cat skinner and you should be getting X number of dollars, how much are you being paid. If he isn't being paid that, he has a cause for complaint. If you find violations on that, those are violations and they can go to the project manager saying, we spot these violations, please correct them. If he voluntarily gives the corrected certified payroll, cancelled paychecks, we have no problem. If he doesn't do that, we have a problem.

Q What is the normal procedure?

A If he doesn't do that, we hold money out of his contract.

Q Have you ever done that?

A You bet.

Q When was the last time you withheld contractors payment?

A Probably this month on eight or ten of them, I would guess. I can't guarantee you that, but it's so routine when we don't get corrections promptly for a labor violation we withhold that dollar. It would surprise me if this month there weren't some corrections.

Q What happens if the contractor continues to not make the payment?

A We continue to withhold.

Q Are some projects just left open like that to the end?

A Yes. We have one current one that is open to the and to the tune of some $45,000.

Q If you take the category of engineering aides, engineering technicians too, do you know how many are currently employed by the Highway Division?

A (Pause) -- Probably in the range of -- to answer your question, no, I don't know the finite number. I used to be in the position of federal operations engineer and I worked with staffing levels but I do not work with that now and haven't for the last ten years. As I recollect hearing the guys that do that, that figures around five or six hundred.

Q Are these figures on permanent staffing or do their jobs come and go with the projects?

A Most of these five to six hundred would be permanent staffing. We do augment that in the summertime with temporary trainees, usually college students.

Q Would that involve several hundred more?

A Yes, probably two hundred more for the summertime and usually that peaks in the summertime.

MR. MECHANIC: All right. Thank you. No further questions.

MR. CLORAN: No questions.

(Whereupon the deposition was concluded at 11:50 a.m.)

STATE OF OREGON)
) ss.
County of Marion)

I, Jessica Elliot, a notary public for Oregon, certify that, pursuant to stipulation of counsel for the respective parties, hereinbefore set forth, O. BRYANT JACKMOND personally appeared before me at the time and place set forth in the caption hereof; that at said time and place I reported in stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction, and that the foregoing transcript, Pages 1 to 29 both inclusive, constitutes a full, true and accurate record of such testimony adduced and oral proceedings had and of the whole thereof.

Witness my hand and notarial seal at Salem, Oregon, this 27th day of November, 1985.

Jessica Elliot

Jessica Elliot
My Commission Expires: 5-89

[illegible] [illegible]

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as)
Field Supervisor for the)
INTERNATIONAL UNION OF OPERATING)
ENGINEERS, LOCAL NO. 701,)
AFL-CIO, a Labor Organization,)
)
Plaintiff,)
)
vs.) No. 85-1962
)
THE STATE OF OREGON, DEPARTMENT)
OF TRANSPORTATION,)
)
Defendant.)

DEPOSITION OF JOHN WIDMER

BE IT REMEMBERED That, pursuant to stipulation of counsel for the respective parties, hereinafter set out, the deposition of JOHN WIDMER was taken before Jessica Elliot, a notary public for Oregon, on November 7, 1985 at the Justice Building, Salem, Oregon at 10:15 a.m.

APPEARANCES

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(At said time and place the following stipulation was entered into between the attorneys present in behalf of the respective parties:)

IT IS HEREBY STIPULATED AND AGREED by and between the parties hereto, through their respective attorneys, that the deposition of JOHN WIDMER may be taken before Jessica Elliot, a notary public for Oregon, at this time and place, on oral interrogatories, direct and cross, to be propounded to said witness as by law provided.

IT IS FURTHER STIPULATED AND AGREED that all irregularities as to notice of time and place and manner of taking said deposition are hereby waived, each party reserving the right to object at the time of trial to any question or answer as to the competency, relevancy or materiality thereof, but that objections as to the form of questions and responsiveness of answers must be made at the time of taking said deposition or shall be deemed to be waived.

November 7, 1985

10:15 a.m.

JONATHAN L. WIDMER

was thereupon duly sworn under oath and testified as follows:

EXAMINATION

BY MR. MECHANIC:

Q What is your full name?

A Jonathan L. Widmer.

Q I didn't realize that you were going to be here. I guess you are the person who works with the contracts and compliance office?

A Correct.

Q How do you spell your last name?

A W-I-D-M-E-R.

Q Okay. What is your specific job title?

A EEO, MBE, and Labor Compliance Officer.

Q In order to try to focus in on this particular case, let me explain some background here. I represent a union representative in respect to a law suit which is now pending in Marion County Circuit Court dealing with a request made by the union representative for copies of certified payrolls on two projects that are now under construction. Basically why we're here today is because the Oregon Department of Transportation did not respond to the request and the

Attorney General denied the petition to that office to order the Oregon Department of Transportation to supply these certified payrolls.

What my questions will be geared to will be whatever involvement you or your office may have on the issue of contractor compliance with prevailing wage laws and the processes by which the Department of Transportation insures their contractors comply with those laws. If any of my questions are confusing to you, you have Mr. Cloran here to help you out, so you should make sure either to ask him for advice or ask me to clarify a question. Do you understand that?

A Yes.

Q Do you have any sort of involvement whatsoever on contractor compliance or prevailing wage laws?

A Yes.

Q Why don't you describe what that is.

A Well, basically we require, as part of our contract, the contractor to comply with the Davis-Bacon or Oregon prevailing, depending on the funding of the contract, and we rely on our project managers to get these documents into us. We review them, go out in the field on occasion; we respond to written employee complaints and incorrect payrolls, we get corrected certified payrolls if appropriate with proof of payment, we assess liquidated damages on overtime violations and so forth.

Q What I would like to do is take this step by step with a little bit more detail.

A Okay.

Q How does the certified payroll actually leave a contractor and get to a representative of the highway division?

A The contract calls for the contractor to supply weekly certified payrolls.

Q Do they submit them to the project manager's office on a weekly basis?

A Yes, but usually with a couple weeks' time lag.

Q Does a contractor submit one copy of the certified payroll?

A This has varied in years past but presently we're asking our contractors to supply one copy to the contract manager.

Q To your knowledge does the contractor send any additional copies to any other agency, either federal or state, as a matter of course?

A I think under Oregon prevailing, the rule is that they are supposed to send one copy of that document to the state bureau of labor. We require a copy of it, and we do not monitor whether or not they send the copy to the State Bureau of Labor.

Q That would be for projects that are considered state public works projects?

A Yes, pure state money.

Q Let's assume we are dealing with projects that have federal money, federal highway projects.

A Okay.

Q To your knowledge does the contractor, as a matter of course, send a copy to any other agency when we're dealing with Federal Aid to highway projects?

A Not to my knowledge.

Q Are you familiar with the federal regulations or policy statements which describe the processes for monitoring contractor compliance with the federal Davis-Bacon Act?

A Well, we have the various documents and whatever that we refer to.

Q I don't want --

A I'm not sure what's you're asking me.

Q I don't want to force you to speculate. I asked you whether you are familiar, so if the answer is yes, or generally, or no, I guess that's the kind of response I'm asking for.

A Well, without being any more specific than that, I guess I would say generally.

Q Once the certified payroll goes from the contractor to the project manager, what happens under your practice?

A It remains there until the job is concluded.

Q What happens once the job is concluded?

A Then they're sent to Salem in our final quantities, final estimate section.

Q Does someone there actually review them all and put together some kind of calculations?

A I'm not familiar with what that section does with those final records. I can't respond to what their total record check is there.

Q Okay. Is that in the Department of Transportation building?

A No, that's in our construction section.

Q Where is that located?

A Just down the hall. Mr. Gebauer is in charge of that section.

Q I'm sorry, down the hall in what building?

A The same building the construction section is, 1158 Chemeketa.

Q I see. Do you know whether those records are kept in the Chemeketa office indefinitely?

A No, they are not. There is a time frame and I'm not sure what that time is that they go out to the records center out on Lana Avenue for a period of time and eventually are destructed, I believe. It's something like three years or something after the project has been accepted. I'm not totally certain about that. That's the rough time frame, I believe.

Q You think it's about three years after a project until they are destroyed?

A I'm really not certain about that.

Q Are there any rules on that?

A Yes, I think there is. I don't know what they are.

Q Who is in charge of the section that receives the payrolls once the project ends?

A Gebauer.

Q How do you spell his last name?

A G-E-B-A-U-E-R, something like that.

Q Let's go back then to the construction manager, project manager. If I understand it, until the project ends, all certified payrolls would be in the individual office of the project manager.

A That's correct.

Q Do you have any role at this point yourself in dealing with compliance?

A Yes, a written complaint for example, I'll go to the project manager's office, review the payrolls for the time period. I'll review the project manager dailies. I'll attempt to confirm the time frame involved depending on what the circumstances call for.

Q Is that only when a complaint is made or would you do that as a matter of just general monitoring?

A General monitoring. I do attempt to get out as much as I can and travel around the state into our project managers offices as often as I get a chance to and that's reasonably often. I attend other meetings that bring me to these places.

Q Is there someone else who performs the same function you do with respect to going out to the project managers offices from Salem and checking on payrolls?

A I do have some assistance from Lorrane Ellis in our office. However, I do the bulk of it.

Q How much of your time, if you had to put a percentage on your work week, would you say you spend in dealing with this particular function?

A (Pause) -- it kind of depends on the time of year. I have other responsibilities in my office. At this time, it's very nearly full time resolving labor problems that are in some stage of completion.

Q Why in particular this time of year?

A Well, during the active time of contracts, part of my responsibility is to conduct compliance reviews which are more toward equal opportunity, minority business enterprises, as well as on site work for these sorts of things. As a part of that, I do review certified payrolls and, in our project offices as well, but more heavily toward labor through the off season here.

Q I realize that you are estimating, but can you give me an idea, is fifty percent of your time spent on dealing with prevailing wage compliance, forty percent, more, less?

A It would probably be at least forty percent as an estimate.

Q Can you just tell me a little bit more specifically what you do during the forty percent of your time that you deal with prevailing wage law compliance?

A It ranges from assisting our project managers on questions or complaints that come in, writing letters to contractors, dealing with people at the U.S. Department of Labor, State Department of Labor, Union Trust Fund people.

Q What kind of problems? Taking them one at a time, just give me some sense of the kind of problems a project manager might ask you to resolve?

A Oh, a clarification on a particular class of work.

Q Then would you be dealing with the Department of Labor?

A I confer with those people on issues that might involve an interpretation of a commercial source, as an example; any modification changes that I need some clarification on.

Q In other words, if a new wage determination comes out and you are not sure where it stands on a project, you would deal with the Department of Labor?

A Yes, and their interpretations that involve commercial sources and those sorts of things.

Q What does that mean, "commercial sources"?

A Well, a contractor will attempt to -- let me put it this way: A commercial source operation is not covered by Davis-Bacon, for example.

Q You mean supplier?

A Yes.

Q The question of whether someone is a supplier or not?

A Well, a commercial operation, there is a difference between a traveling contractor who will set up an operation and attempt to, as being covered by the contract wage laws.

Q Sometimes there is a hazy area as to whether someone is commercial or not?

A We take definite positions on those.

Q What about union trust funds?

A I deal with Barbara Ford and also Fred Hughes of the Labor Office. They are very helpful in that the union contractors who are not paying and that have agreements and are not paying their trust fund monies, they let me know and we jump right on that. We remove money out of the contract. We notify the contractor that his sub isn't paying the fringe benefits, whatever, and we work fairly closely together. It's worked well and we do recover well. We force proper payment. It's part of Davis-Bacon that the fringe benefits be properly paid.

Q Barbara Ford is, I believe, on the staff of the associated general contractors working with trust funds?

A She is, I think, the trust fund coordinator. She is the collection person or whatever, who would know who is current and who is not.

Q Do you tend to depend somewhat on those trust funds when you are talking about a union contractor or sub contractor to provide you with, I guess, basic help in compliance?

Q The payroll system is like other systems of construction, a system of certification. We accept certifications on materials, on certified payrolls, we accept that certification and believe it's true and correct until such time as we have reason to believe otherwise. When we have reason to believe otherwise, then there are a number of other things we do. We check with the trust fund, we have a process of taking a payroll period and requiring a contractor to provide us copies of canceled checks for a particular payroll period. We have individual complaints that we compare with engineer detail records and so forth, to concur or not concur that a violation has occurred.

Q If you had to compare the amount of times that you believe a problem with a contractor's compliance comes up with prevailing wage laws, based upon your own basic review and staff person's review of those payroll sheets as opposed to the individual or union trust fund or someone else raising an initial question, which then you go out and deal with, how would you go about that?

A I don't know how to compare that. I have more to do with when we have a definite complaint to deal with. There are occasions -- our people are required to check each and every certified payroll that is submitted and see that the appropriate wage rates are reflected, that the fringe benefit is properly spoken to. There are numerous occasions of minor corrections that the contractor is notified about and resolves those by corrected certified payroll.

Q How long have you been employed in your current job?

A I think it's about 12 years. Mainly been the last six or seven of those that have involved this area of labor.

Q During those 12 years or more specifically the last six or seven when you have been dealing in this area, have there been occasions where you have had to refer a particular complaint to any other law enforcement agency or a law enforcement agency because of some circumvention of the prevailing wage laws?

A   Yes.

Q   How many times has that happened?

A   (Pause) -- Oh, I wouldn't be prepared to give you a number.

Q   Is it so common you just can't remember?

A   No, I wouldn't say that.

Q   Can you give me a ball park figure? Six or seven years that you have been in labor compliance, is that right?

A   Yes, generally speaking I think I can think of one that our labor manual required, for example, a Cokeman Act violation, which is a kickback. Our procedure there is to immediately turn that over to FHWA who runs that through the justice system and there was one of those not that long back. I don't know the end result.

Q   Are there any other specific examples that you can think of off hand?

A   Well, there are some ongoing that I'm not prepared to discuss because I've made a point not to be familiar with them, I guess would be one way of saying it.

Q   You --

A   Let's put it this way: There are present ongoing investigations. How do you want me to say it, Bill?

MR. CLORAN: Just go ahead and tell him

generally.

THE WITNESS: Okay. Generally it is involves the status of owner-operator truckdrivers which there has been purported, and everybody has heard this for long periods of time, owner-operator abuse and that is presently being dealt with.

Q Is that being dealt with as a general matter as far as all projects that are concerned with owner-operator truckers or are you focusing in or specific contractors?

A Again, I am not knowledgeable there to help you with that. Generally speaking, it is the tri-county area. I don't know how to answer your question.

Q I don't want you to divulge information that you don't feel you can, but I want to get a sense of whether you are saying that you don't know something as opposed to that you don't want to tell me.

A All I'm aware of is that there is an investigation ongoing and I have not been updated on that.

MR. CLORAN: You can tell him who you turned the investigation over to.

THE WITNESS: We are dealing with the criminal justice, Rich Roberts.

Q (By Mr. Mechanic) Criminal justice in the attorney general's office?

A Yes.

Q Do you know the specific projects that are involved in this current investigation?

A No, not that I could give you all the projects, no.

MR. CLORAN: You can ask him about specific ones if you want.

Q (By Mr. Mechanic) Do you know whether or not -- I believe it's called the Beaverton-Tigard Interchange Project and the Sunset Pacific Highway?

A Yes.

Q Do you know if those projects are involved?

A Yes, I think both those projects are involved.

Q Would you make the decision to refer this to criminal justice?

A No, I deal closely with our assistant attorney general for our agency, Jack Sollis, and when I come upon an issue of this nature, I deal closely with our attorney. I spend a lot of time in his office and that was the judgment that was made there.

Q You participated in that judgment, I assume?

A I took the matter before our attorney. It came to me first.

Q Were you involved in the decision to refer it, along with Mr. Sollis, to the criminal justice division?

A As I recall the sequence, it was to our attorney, down to FHWA, back to our attorney, to criminal justice, was the route that took and I would not say it was my decision. I am not at the level that would make that recommendation.

Q Would Mr. Sollis, to your knowledge, make the final decision on something like that or would some other agency, individual, make the final decision?

A I don't know how to answer that, Bill. I thought Jack made the decision to send it over to criminal justice.

Q Okay.

A To the best of my knowledge, that is what occurred.

Q Do you know the basis for FHWA referring the problem back to you?

A Well, if I can say this right, I think the way that occurred, there are times that both areas are notified at the same time. In a lot of things I do, I notify my counterpart at FHWA, Glenn Hawsner, who is responsible for labor down there. At the same time copies of everytning would, of course, stay internal with other people.

Q In these examples we're dealing with possible violations of the Davis-Bacon Act, or the Copeland Act?

A (Pause)

Q I don't think there is anything secret about that. Are we dealing with Federal?

A Certainly there are state laws that have been broken and Federal laws that have been broken and the Davis-Bacon part of it has not been dealt with yet, as well as all the state laws have not, likewise, been thoroughly dealt with yet.

Q So the Criminal Division of the State Attorney General's Office would be dealing with the potential violations of state statute?

A Would that be correct, Bill?

MR. CLORAN: Why don't we stop the line of inquiry here because I think we're getting beyond the witness's knowledge on this.

Q (By Mr. Mechanic) Let me try a different tact. Do you know under what -- What the jurisdictional lines are between the federal agencies and the state agencies who are dealing with problems that might involve both federal and state law? I'm not asking a legal question but as a matter of practice.

A Well, I'm not sure how to answer you there. I think as far as labor is concerned, those issues involving Davis-Bacon, I have a reasonable handle on. It's other issues that concern other matters that I don't have knowledge of and that is where this thing really is.

Q Let's assume you had an indication that a contractor was violating the Davis-Bacon Act. That was your finding. What steps are taken to deal with that?

A It all depends on what it is. If it's in the form of a complaint, we thoroughly investigate that complaint with all the tools we have.

Q Let's assume you substantiate that complaint. What is done then?

A Then we instruct the prime contractor who is responsible for the payment of wages, of himself as well as all subcontractors, to make underpayment and give us proof of payment, generally speaking, a copy of a cancelled check, to substantiate the underpayment, if that's the situation, to prove it has been taken care of.

Q And if it is a matter of mistake on the part of the contractor, that is rectified and you would not necessarily get the FHWA involved?

A No, except that we have a six month report that goes down to FHWA that speaks to the number of violations found and the types of violations over that time period, whatever.

Q Let's assume that you believe there is a Copeland Act Violation and there has been a kickback and you think that might be a rather intentional act. What do you do then if you substantiate that complaint?

A Our labor compliance manual requires us to submit that directly to the FHWA and do nothing further.

Q So the sense I'm getting is that you focus in on a problem that is clearly a violation of federal statute which might involve some kind of crime, and that would be the responsibility of the federal government to take care of;

correct?

A I think that might be a fair assessment.

Q When you referred this particular owner-operator problem to FHWA, was it your belief that probably federal laws may have been violated, criminal laws?

A Oh, this goes back. This has been in process now for quite a period of time. My exact thinking at the time I sent that down there, I'm not positive what my thinking was at that time.

Q Well, based on your general practice, can you give me some understanding of what would have led you to send it down there?

A Well, I think the suspicion was there that there was more than just a labor violation, that there was some criminal activity.

Q Which involved federal laws?

A Federal and/or state.

Q About how long ago -- you mentioned it has been quite some time. About how long ago did this thing begin?

A (Pause) -- I'm terrible on dates and times, but it was last year sometime, I think.

Q Sometime in 1984?

A I believe so.

Q You don't remember when you started to look at this thing?

A No, I really don't.

Q First half of '84, second half?

A I just don't honestly remember.

Q I can't remember the name of your counter-part at FHWA.

A Gene Hawsner.

Q Was it Mr.Hawsner who you referred this to?

A Everything we direct down to FHWA is directed through Dale Wilkin, the division administrator.

Q He is out of the Salem office, isn't he?

A That's correct.

Q And was there a formal act as such saying, we're giving this back to you, or was it an informal thing?

A It was informal as I recall.

Q Were you the person involved in realizing that it was back in your lap now?

A As a matter of fact, I may have informally suggested to Mr. Hawsner that our attorney would like to submit this through criminal justice.

Q And he might have said, fine, we'll wait for you guys to deal with it first, that kind of thing?

A I think so. I did send it down there, however, on an official letter, if I remember it right. However, I believe I took it back unofficially, so to speak.

Q In dealing with owner-operators, are owner-operators covered by federal Davis-Bacon?

A No.

Q So an employer would not put an owner-operator on a certified payroll if a person was truly an owner-operator?

A Yes, he would.

Q He would put that on the certified --

A Designating just the name and owner-operator. That is what he is required to put on the certified payroll.

MR. CLORAN: Gene, just for your understanding, that's what he is supposed to do. It's not represented that was done in all the instances under investigation. There may be some cases where they were left off, there may be some cases where they were put on incorrectly. He has told you what they are supposed to do.

Q (By Mr. Mechanic) Okay. Are owner-operators covered by Davis-Bacon?

A No, they are not.

Q I'm trying to get the relationship then. If they are not covered by Davis-Bacon why are they placed then on the weekly payroll reports?

A Our guidelines and requirements -- it's our understanding that it's a Davis-Bacon requirement that they indeed be put on the certified payroll with the designation, their name and the designation owner-operator. They need not show hours or wages paid or that sort of thing.

Q Do you know what policy that serves? Is that part of your enforcement in some way?

A I think the gist of the thing is that the contractor is certifying that these people are what he is certifying they are and that they are indeed owner-operators.

Q As opposed to employees?

A Yes.

MR. CLORAN: Gene, for your information, our inspector out there has difficulty determining, when he walks by the job, who are owner-operators and who are contractors, subcontractors. Subcontractors are required to submit a payroll. The reason for designating on the payroll the owner-operators as a matter of policy is so that when they go back and do the compliance, they have a record of this particular driver being an owner-operator and that is on the payroll up front. If he sees somebody out there who isn't on the payroll, he figures he is an owner-operator. It provides that.

Q (By Mr. Mechanic) Do you know if there is any sort of practice as far as having separate sheets or anything like that for the owner-operators or are they just sort of interspersed with the rest of the certified payrolls?

A I think there has been instances where we have allowed the contractor to give us, because of his computer program, to give us a total listing of all those folks for the week who are owner-operators so certified on the separate sheet of the payroll, certified and sent in, rather than putting all these people on the computer as the rest of their employees.

Q Do you know if that is a commonly done practice?

A We see it both ways.

Q Do you know whether or not the investigations that you have just described deal with particular classifications or problems other than owner-operator truck drivers?

A I'm not really knowledgeable as to how that case has developed and where it is at this time or how far along.

Q At the point that sort of left your domain, do you know whether or not you were dealing with problems out of the scope of truck driver owner-operators?

A You mean by classification?

Q Right.

A No.

Q Who is the contact person in the Highway Division Mr. Rich Roberts would deal with to pursue this investigation?

A Our attorney, Jack Sollis has dealt with Mr. Pritchard who I believe is Richard's supervisor and their discussions have to do with procedure, how to proceed, whatever. I'm not knowledgeable.

Q I don't know who Mr. Pritchard is.

A Mr. Pritchard is also in criminal justice, he is the supervisor of Richard

Q I'm trying to get -- I know lawyers like to take over and do everything themselves, but is there any person who is not an attorney that the attorneys are working on this thing with from the attorney's office who are dealing with the Highway Division?

A Yes, I think someone in the front corner, I assume, Mr. Pat Shorts has been the person Sollis has conferred with.

Q Let's return to your general compliance practice. How often do you actually go down to the different project manager offices and yourself review the certified payrolls?

A Oh, no set pattern, but through the summer I spend a lot of time in the field and I'm in the project manager offices weekly. I need to get back on the road again and do more of that. I was just looking at what I had. I need to be in Dallas, I need to be in LaGrande, Pendleton. We have varying things that are in stage that need those.

Q When you go to a project manager's office, you will review documents on labor compliance from EEO, DBE compliance, labor compliance?

A Yeah, I'll hit kind of all those areas. We have a lot of different people in the offices that work on these different areas.

Q What specific steps do you or the people in the project manager's office take to investigate whether the information that is put down on the certified payrolls is correct?

A The first step is for the project people -- our construction manual instructs the project management people to take that first payroll and really check it over thoroughly and then subsequent payrolls to spot check and so indicate on the payroll, and of course, they are aware of the overtime and these general misstated rates and so forth, miscellaneous, whatever.

Q Do they go out and interview employees?

A Yes, they do. That is another part of the requirement of our field people. They are supposed to do that. I think our construction manual says one or two interviews per employee per six month period, or something to that effect. In some instances they do more if there is any reason to believe that something isn't correct.

Q Do the number of project inspectors employed in an office depend on the size of the project?

A Generally there is usually only one project manager and depending on the number of projects is the number of people he will have. He usually has an assistant but there is usually only one project manager per office.

Q I asked whether the number of project inspectors --

A Depends on the workload, the number of projects, not the size.

Q Do you know how many project inspectors there are on the Beaverton-Tigard project?

A I don't know how many inspectors they have. There was one project engineer.

Q I assume you don't know how many inspectors there are on the Sunset-Pacific Highway?

A No, I don't.

Q When was the last time you were out to either of those projects manager's offices?

A Who are we talking about? Bartels and Jones? I was in Dave Jones' office last week, I think. I'm into that now. The reason I see those guys maybe a little bit more is there is more of them in a confined area. They are on Gleason Street there. I think there are four project managers and I will see any and all of them anytime I am in the area.

Q When was the last time that you reviewed certified payrolls on either of those two projects?

A I don't recall that I have specifically looked at payrolls on either of those two projects.

Q Do you recall discussing with Mr. Bartels or Mr. Jones any problems that have arisen with respect to those particular projects, the Beaverton-Tigard and the Sunset-Pacific on labor or prevailing wage compliance?

A Well, other than the owner-operator situation, I see all copies of correspondence between all project managers and the contractors concerning policy violations, whether large or small, and I recently saw something from Bartel concerning this owner-operator situation and the way the contractor needs to -- as I recall the letter, it spoke something about showing on their payroll and so forth, designation of owner-operators, concerning his payrolls.

Q Well, let's put aside then the owner-operators. We have discussed that at length. Do you recall just any matter of problems or complaints that have arisen?

A On either one of those two jobs?

Q Yes.

A No, I do not.

Q Are you aware of any policy of the Department of Transportation on providing members of the public who so request copies of certified payrolls for given projects?

A Yes.

Q Can you tell me what that policy is?

A No, not really, except the gist of it is, I think it was a notice that was sent out to all personnel concerning -- it was by then Scott Coulter who has passed away and is no longer the State Highway Engineer, speaking to this information not being provided.

Q There is a memo? Do you remember some memo from

Mr. Coulter?

A Yes.

Q And that memo, to your understanding, says certified payrolls are not to be released?

A To anyone other than people of the trust fund who need names to deal with fixing the pensions and so forth.

Q Do you think you could locate a copy of this memo?

A Yes.

Q I'll follow up with a letter, but for my own memory purposes I'll make a request after you discuss it with counsel that you try to locate a copy of that letter if it exists. It probably is not encompassed within prior discovery requests.

Do you recall what this memo says about the circumstances exactly in which you can release and what information you can release to union trust funds?

A It spoke to identification and there was a sample identification form that persons having that type of identification could be allowed to view certified payrolls. We don't provide the trust fund the certified payrolls. We could make copies through our procedure of so much a copy and time but generally speaking, they will go to our field office and just audit the payrolls that are there.

Q Let me give you a hypothetical so I can try to get an understanding of the way that you would operate this.

If the union trust fund staff person calls up and says, we have a person that we are not receiving contributions on, can we go down to the project office and check out to see what the contractor is putting down for him.

A They will generally deal straight with our project manager's offices and generally speaking, someone in that office generally calls me to find out if this person is an acceptable person. I do just happen to know Barbara and Fred and I know those two people are acceptable with proper identification as the notice requires.

Q Is there actually a list of acceptable persons that you have in your office?

A It's very narrow. It's just people associated with the trust funds, I believe, the way the notice suggests. There is not a list of people, I just know Fred and Barbara, which by the way, that covers the majority of our class people, at least certainly to the large majority.

Q Covers the labor and operating engineers?

A Yes, there are still the teamsters, ironworkers, masons.

Q You deal with people sometimes from those trust funds as well?

A No. I have been trying to deal with someone from the ironworkers but they don't have a trust fund coordinator. They just have an attorney, I believe, and is a collection person and that has not worked as well as it has with Barbara and Fred.

Q Do you know if someone such as Barbara goes down to a project office and there are instructions as to what she would be able to look at and not look at?

A No, just certified payrolls. Those are the only documents that they are ever interested in. There would be no reason for them to see anything else.

Q If she called up and said, I need to check out this week on this project, to see what has been done because we haven't been receiving contributions, would she just be given those weekly set of reports on the given contractor at a project office to go through?

A Because of the bargaining agreements they know who their members are who have,or who are not making proper payments. If they find out that a subcontractor, a prime is active on the project and they get some of that help from me, they go and audit the certified payrolls and determine what sort of trust fund constributions are due. We're interested in this because that's a Davis-Bacon violation just as well as underpayment of wages and this is the time of year when most of this comes to light because this is the time of year when the vacation portion of that trust fund monies are going to -- the employees are going to pick that up and they discover it's not there. We find out who has been working for what contractor that hasn't been paying.

Q There are no restrictions in that kind of situation on particular pages that Barbara could have looked at or not looked at or something?

A No. They are permitted to look at the total certified payrolls for any time period they are interested in.

Q Would that request be limited to contractors that the given union involved in the trust fund would have a bargaining agreement with?

A Well, those are the only people, Barbara as an example, would have any handle on it. Any non member types wouldn't be making their contributions there. Many of the contractors pay the fringe benefits in cash, others have an improved fund or payroll which is acceptable and a third party fund as Davis-Bacon permits.

Q Have you ever come across a question being raised from one trust fund on a sub contractor who the union believes on the bargaining agreement has to make contributions and isn't, there was a collective bargaining agreement and hasn't?

A If I'm understanding you correctly, yes, there are numerous contractors that are not paying the fringe benefit packages as they are certifying, that's correct. Well, I shouldn't say not paying, that's not correct. The time lag is getting too much. The U.S. Department of Labor won't get excited about that until after a three month period. We like to see it kept up closer than that and of course the bargaining agreement, I believe, is thirty days. We aren't interested in bargaining agreements. We're interested in, union or non union, the contractor paying the contract wage plus the fringe benefit package and we do our best to see that happens regardless of who the contractor may be.

Q You don't check out, for example, whether or not the operators, engineers, when an operator-engineer contractor has a question about that, do you?

A No, but we pretty well know how the system works. Union contractors are required to have all union subs. Non union prime can have union subs, but I give it the benefit of the doubt. They know who their members are.

Q Have you ever had any problem of any sort with the union people who have gone down there?

A No, they are nice people.

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Q Do you have any idea as to the amount of time, once again on the best estimated percentage basis, that you believe project managers and their staffs spend on reviewing certified payrolls and making on-site employee interviews and otherwise insuring compliance with prevailing wage laws?

A All that would depend on the size of the project, keeping in mind, depending on how many subcontractors there are, how much activity there was on the project. If there was only one subcontractor, well, you've only got the prime and sub's payrolls and obviously it's easier than if you have twenty or thirty subs.

Q Probably have fewer inspectors on that smaller project?

A Probably but you want to keep in mind that our project managers are operating a vast number of projects all at the same time, as many as twelve and I think even a few more on occasion, in some phase yet to be concluded. I don't have any specific number of exactly how many any one project manager would have, but it varies all over the lot.

Q Can you give me an estimate of the number of projects that right now you have going on?

A I did account the other day. There was something like 250 that were in the last fiscal year, I think.

Q Can you give me some estimate as to, out of those 250, what number of them have federal money?

A That would be hard.

MR. CLORAN: You are including FHWA?

THE WITNESS: That would be the ones with federal money. When we're talking about state as opposed to federal funding in some capacity I would say 95% have federal funds.

Q (By Mr. Mechanic) It's a very substantial amount?

A Yes, definitely.

Q On these highway projects, any that have federal funds, we're talking about them having funds through the FHWA?

A All our funds come through FHWA.

Q And when you are dealing with FHWA on federal projects, the federal Davis-Bacon Act applies?

A That's correct.

MR. CLORAN: Let me stop for a moment. That's correct as far as the witness knows, but it may be misleading as to some other projects we get into. We can have other federal agencies other than FHWA involved as a funding agency. Davis-Bacon would still apply when we have federal money, but we can, under certain circumstances, end up with HUD or Military Department Corp of Engineers.

THE WITNESS: The majority of our money comes from FHWA would be more correct.

Q (By Mr. Mechanic) Can you give me a figure on the number of project managers that you have for those 250 projects? You said each project manager would perhaps be dealing with a certain -- should I just divide 12 into 250 or do you have a more certain idea?

A A lot of those were short, most were one season projects.

Q I guess I'm talking about the projects that are not yet completed, still something has to be done as of November 7, 1984.

A Yes, number of project managers, I think we're somewhere around 40. I should know that number but I don't. It's somewhere in that range.

Q Can you give me some sense as to the total number of project inspectors?

A No, I cannot. I have no idea.

Q Where would that information be found?

A I'm sure we have that in the construction office, somewhere we know how many we have on each crew.

Q You mentioned earlier that you were generally familiar with the FHWA manual dealing with the maintenance of certified payrolls, I believe; is that right?

A Yes.

Q There is a federal aid highway program transmittal 304 dated July 2, 1979 and I would like to refer you to Page 3 of that transmittal. It's Section 4, Paragraph E, and ask you whether or not you recall ever seeing this before or are you familiar with it?

A (Pause) -- Which part of it?

Q E.

A E. I can't say that I have -- that I am familiar with the federal aid highway program manual. I don't recall reading this particular paragraph prior to my reading it here. We have numerous manuals. There must be a dozen of them. I'm not knowledgeable in this area.

Q Do you know whether or not there has ever been any directive or suggestion from FHWA that the Freedom of Information Act exempts from disclosure the certified payrolls which are received on Davis-Bacon?

A I don't ever recall any specific directives or letters to that effect.

Q Do you know whether or not either Mr. Coulter or the Attorney General's Office made any inquiries into the FHWA's position on the disclosure of certified payrolls kept under the Davis-Bacon Act before Mr. Coulter issued this memo that you discussed earlier?

A No, I wouldn't be knowledgeable on that.

Q Is there anyone else in your office or to your knowledge in the Highway Division or Department of Transportation whose job it is to assist project managers with monitoring contractor compliance with prevailing wage laws?

A Other than as I otherwise indicated, Lorraine Ellis assists in that effort.

Q You and Ms. Ellis would be the only people in Salem who specifically lend assistance on that?

A That's correct.

Q Are you aware of any discussion within the Highway Division that leads you to believe that the certified payrolls contain any trade secrets?

A I'm not knowledgeable in that aspect.

Q Do you know whether the information contained on certified payrolls has anything to do with the determining fees or assessments or production quotas?

A I would have no knowledge of that either. I couldn't answer that.

Q Do you use Form WH347?

A That is a certified payroll and 348 is the certification on the back. That form is used by our contractors, yes.

MR. MECHANIC: Okay. Thank you. No further questions.

EXAMINATION

BY MR. CLORAN:

Q On the two federal aid to highway jobs that we discussed that you have the ongoing action, is there a Davis-Bacon enforcement pending on those? Are you going to take some action under Davis-Bacon?

A Only depending on what the under way investigation turns up and that would involve, to my understanding, Davis-Bacon.

MR. CLORAN: Nothing further.

MR. MECHANIC: Let me follow that up with one question.

EXAMINATION

BY MR. MECHANIC:

Q You don't know of anything that would be taken, with respect to enforecement, out of the owner-operator truck driver problem, do you?

A There is all kinds of possibilities, I suppose. The Davis-Bacon part of it is what I'm interested in and other agencies are looking for other things. What they will find or have found I have no knowledge of.

Q But as far as the concrete information you have, that is restricted to an understanding that there may be violations on owner operator truck drivers?

A There may well be.

Q Do you have any other knowledge of any specific violations that may have occurred?

A Nothing specific, no.

MR. MECHANIC: Nothing further. Thank you.

MR. CLORAN: Thanks, John.

May we enter into a stipulation on the record that you will treat the transcript of this deposition as sealed with regard to the investigation?

MR. MECHANIC: Yes.

MR. CLORAN: Thank you.

(End of deposition at 11 a.m.)

STATE OF OREGON)
) ss.
County of Marion)

I, Jessica Elliot, a notary public for Oregon, certify that, pursuant to stipulation of counsel for the respective parties, hereinbefore set forth, JOHN WIDMER personally appeared before me at the time and place set forth in the caption hereof; that at said time and place I reported in stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction, and the foregoing transcript, Pages 1 to 41 both inclusive, constitutes a full, true and accurate record of such testimony adduced and oral proceedings had and of the whole thereof.

Witness my hand and notarial seal at Salem, Oregon, this 27th day of November, 1985.

Jessica Elliot
Jessica Elliot
My Commission Expires: 5-89

9753

(COPY)

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field)
Supervisor for the INTERNATIONAL)
UNION OF OPERATING ENGINEERS LOCAL)
NO. 701, AFL-CIO, a Labor)
Organization,)
)
Plaintiff,)
)
vs.) No. 85-1962
)
THE STATE OF OREGON, DEPARTMENT OF)
TRANSPORTATION,)
)
Defendant.)
)

DEPOSITION OF WALTER G. BARTEL

Taken on November 12, 1985

- - -

DB-365-85

LOWRY, AITCHISON & WILSON
4500 S.W. 96TH AVENUE
BEAVERTON, OREGON 97005-3328
(503) 641-8558

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS, LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, vs. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962

DEPOSITION OF WALTER G. BARTEL
Taken on Behalf of the Plaintiff

BE IT REMEMBERED That pursuant to stipulation hereinafter set forth, the deposition of WALTER G. BARTEL was taken in behalf of the Plaintiff, before Deborah J. Biancone, Shorthand Reporter and a Notary Public for the State of Oregon, on Tuesday, the 12th day of November, 1985, commencing at the hour of 9:30 o'clock a.m., at the Department of Justice, 520 S.W. Yamhill, Portland, Oregon.

Reported by:
Deborah J. Biancone

Job No. DB-365-85

DEPOSITION OF WALTER G. BARTEL

APPEARANCES:

GOLDBERG & MECHANIC
By: Gene B. Mechanic
For the Plaintiff;

DEPARTMENT OF JUSTICE
TRIAL DIVISION
By: William F. Cloran
For the Defendant.

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STIPULATION

(At said time and place the following stipulation was entered into between the attorneys present in behalf of the respective parties:)

It is hereby stipulated and agreed by and between the parties hereto, through their respective counsel, that the deposition of WALTER G. BARTEL may be taken by the Plaintiff, as by law provided, before Deborah J. Biancone, Shorthand Reporter and a Notary Public for the State of Oregon, at the time and place set forth in the caption hereof, on oral interrogatories, direct and cross, to be propounded to said witness.

It is further stipulated that all irregularities as to notice of time and place and manner of taking said deposition are hereby waived, each party reserving the right to object at the time of trial to any question or answer as to the competency, relevancy or materiality thereof, but that objections as to the form of questions or the responsiveness of answers are waived unless made at the time of taking said deposition.

It is further stipulated that the reading and signing of said deposition by the witness are hereby waived.

WALTER G. BARTEL

called as a witness on behalf of the Plaintiff, having been first duly sworn by the Notary, was examined and testified as follows:

EXAMINATION

BY MR. MECHANIC:

Q. Okay. Mr. Bartel, as I was just introduced to you, you know my name is Gene Mechanic and I represent a union representive and a union of operating engineers, Local Number 701, in the action they have currently against the State Department of Transportation. And it deals with the refusal of the Department to release certified payrolls on two projects, one of which I understand you're Project Manager of and that's the Beaverton-Tigard Interchange 9865. Is that correct?

A. That is correct.

Q. I'll be asking you questions relating to issues that I believe are relevant to this particular action and if you want to seek advice from your counsel, Mr. Cloran, please just stop and ask Mr. Cloran for any advice. If you don't understand my question, please make sure that you do understand before you try to answer. Okay?

A. Okay.

Q. It is important to speak up and say yes or no instead of nodding, for example, so that the court reporter can take down everything that you say.

A. Yes, sir.

Q. Now, you already testified that you're Project Manager of the Beaverton-Tigard Interchange project. Are you Project Manager of other projects as well?

A. Yes, I am.

Q. Can you list those for me?

A. I'm Project Manager on a job in Hillsboro. The name of it is East Main Street to East City Limits. The contract number is 9846. Also there's a project on 185th at Farmington that I'm the Project Manager of.

Q. It would help if you give me the contract number, if you know it.

A. That I don't know.

Q. Okay.

A. There's another job at 185th at Tualatin Valley Highway which I'm the Project Manager of.

Q. Okay.

A. Farmington Road at Murray Boulevard. And again, I don't know the contract numbers right offhand on those jobs.

Q. All right. At what boulevard?

A. Murray Boulevard.

Q. Okay. Okay.

A. Also there's a job at St. Helens. Columbia Boulevard in the City of St. Helens.

Q. Yes.

A. And a project called Coast Feeder Highways Pavement Marker Project, Phase II.

Q. Okay. So you have six projects in addition to the Beaverton-Tigard one?

A. That's correct.

Q. How long have you been employed as a Project Manager for the Highway Division?

A. For a year and a half.

Q. What did you do before that?

A. Assistant Project Manager for three years and prior to that I was working at different capacities within the State as far as dealing primarily with construction.

Q. For the Highway Division?

A. That's correct.

Q. Just give me a general idea as to what other jobs you had with the Highway Division.

A. I was Office Manager for two years. I was a transitman in charge of a survey crew for three years. I was inspector for different types of crushing plants, concrete pavement batch plants. And prior to that I was a chainman on a survey crew.

Q. Okay. How many projects have you managed in the last year and a half?

A. A dozen.

Q. Okay. And during your three years as an Assistant Project Manager can you give me some estimate as to the number of projects that you were involved in?

A. Six.

Q. As an Assistant Project Manager were you devoting full time to dealing with given projects?

A. Yes, I was.

Q. You didn't have other duties generally for the Highway Division?

A. No. I was primarily involved with the construction projects, working in much the same capacity that I am today.

Q. Okay. Now, from looking at an affidavit which appears to have been signed by you on October 31st, 1985, why don't you tell me whether or not, in fact, that is an affidavit that you signed?

A. Yes, it is.

Q. Okay. The Beaverton-Tigard project has Federal aid highway money; is that correct?

A. That is correct.

Q. And the wages and benefits on that project are regulated by the Federal Davis-Bacon Act?

A. That is correct.

Q. Out of the six other projects that you're currently involved with how many have Federal aid money?

A. All of those projects do.

Q. All of them are controlled by the Federal Davis-Bacon Act?

A. That is correct.

Q. Out of the 12 projects that you have managed are there any that were not --

A. Yes.

Q. -- federally funded?

A. Yes.

Q. How many?

A. Right offhand I can only think of one.

Q. Okay. Which one was that?

A. It was a project called Fishhawk Falls to Milepost 35.8.

Q. Fishhawk?

A. Right. It was on Highway 47.

Q. I'm sorry. Milepost 38?

A. Thirty-five point eight.

Q. And Highway 47?

A. Uh-huh.

Q. Where is that at?

A. That was between Jewell and Vernonia.

Q. Okay. Now, the 12 projects that you've said you managed, does that include the six you've specifically listed? Does that include those six?

A. These six that I've listed are active contracts, not ones that are finalized.

Q. You've completed and finalized a dozen?

A. Yes.

Q. So as I understand it, we're dealing with 19 projects that you've managed including those that you're currently managing?

A. That's correct.

Q. And 18 of those have had Federal money?

A. Correct.

Q. And all of those which have had Federal money were are regulated by the Federal Davis-Bacon Act?

A. That's correct.

Q. Now, do you follow the same general procedure in all of your projects, both the ones that you've completed and the ones that you are currently working on, with respect to monitoring contractor compliance with the Federal Davis-Bacon Act?

A. Yes.

Q. Why don't you describe that procedure to me?

A. We require that the contractors submit to our office weekly payrolls as timely as possible. We normally like to have those in our office a week after the work was actually performed covering that period documented by the payrolls.

Once we get those payrolls into our office what we do is we go through the first payroll slowly to make sure that minimum wages shown, as far as the hourly wage, are not less than the Davis-Bacon wage rates shown in the contract. We also make sure that the statement of compliance, which is also attached to the payroll, has been filled out and the contractor has marked on the back of the compliance whether or not he is paying to an approved fund or whether he is paying the fringe benefits in cash to the employees.

If there are any discrepancies we bring these to the attention of the contractors and request supplemental payrolls that make up any deficiencies. After everything has been thoroughly checked then we spot check payrolls from there on out. We do this with every contractor and subcontractor employed on the project.

Q. Is the prime contractor responsible for the subcontrator?

A. He is responsible to do the paperwork. He does not necessarily submit the payrolls directly from his office.

Q. You may get a payroll certification directly from a subcontractor?

A. That's right.

MR. CLORAN: Just a point of clarification. The prime contractor is contractually responsible to see these are submitted, whether he does it himself or otherwise.

MR. MECHANIC: I understand.

MR. CLORAN: Or otherwise.

BY MR. MECHANIC:

Q. Now, are there specific persons in your office or I should say -- Let me withdraw that. You operate out of a particular office; correct?

A. Correct.

Q. So you're managing currently several projects out of one office; correct?

A. Correct.

Q. Can you describe for me the people who work for you out of that office?

A. I have an Assistant Project Manager who works directly with me. My office staff is -- is managed by a project -- or an Office Manager. I have a total of three full-time employees in the office who are responsible for various office duties; typing, filing, phone messages.

Q. Yes.

A. I have half a dozen inspectors in the field to insure compliance with the specifications, two survey crews.

Q. Okay.

A. Three people each, on each survey crew.

Q. Okay.

A. And they're primarily involved with construction staking and also doing some location work for me.

Q. Okay. Now, we had some uncertainties down in Salem when I was taking depositions of some highway people about what the term inspector means.

A. Uh-huh.

Q. As I understand, inspector would encompass Engineering Aides, Engineers Tech I's, Engineers Tech II's. Is that what you're referring to when you say six inspectors?

A. No. I do not include Engineering Aides because I don't involve them directly with inspection work.

Q. Okay. Do you have Engineering Aides working for you?

A. Yes, I do. I have three Engineering Aids working for me.

Q. What do they do?

A. One gal does my filing, my typing for me. She assists on running field tests and then I have one Engineering Aide on each of the survey crews as a rear chainman.

Q. So the six inspectors are the people that you have who are responsible for insuring that the contract is complied with?

A. Right. And again, I'm referring to Engineering Tech I's, Engineering Tech II's and Highway Engineers I and II's.

Q. Now, are these six inspectors involved with all of your seven projects?

A. To one degree or another, yes. They don't necessarily switch from project to project. They're normally assigned to one project and they stay on that project till it's completed.

Q. Okay. Do you know what the dollar amount is for the Beaverton-Tigard project?

A. Approximately, I do.

Q. Can you give that to me?

A. $9,000 is the total project authorization.

Q. Nine million?

A. Nine million. Excuse me. Yes.

Q. Yes.

A. Nine million.

Q. Otherwise the prime contractor is really going to take a loss. He's going to be -- He won't be in business very long. How about if you just go down the list. East Main Street?

A. Three million dollars.

Q. The 185th at Farmington?

A. $250,000.

Q. The Farmington-Murray Boulevard?

A. $150,000.

Q. The St. Helens-Columbia?

A. $300,000.

Q. And the Coast Feeder?

A. $300,000.

Q. Okay. Now, going down the same list again, how long do you expect each of these projects to take? Once again I realize we're not dealing with absolutes.

A. The Beaverton-Tigard Highway Interchange project, I expect it will be completed in June of next year, 1986.

Q. Really I want an idea whether or not the project is going to take a year, the whole project, the actual construction, or more or less. You know, that kind of thing.

A. Each one of those projects have already -- they're already under construction or nearing completion. You want me to give you months until completion?

Q. No, not really. Are we talking about --

A. I expect the six to be done within a year.

Q. What I want to know is whether or not the length of time each project took or is expected to take to complete, not from here on but from the beginning --

MR. CLORAN: If I can intervene, Gene, for just a second I think -- As close as you know, how many calendar days were allotted to complete each of these?

MR. MECHANIC: All right.

BY MR. MECHANIC:

Q. That's the right question.

A. Okay. Beaverton, 650 calendar days.

Q. Okay.

A. East Main Street, 400 calendar days.

Q. Yes.

A. 185th at Farmington, 100 calendar days.

Q. Okay.

A. 185th and T.V. Highway, 90 calendar days. Farmington at Murray Boulevard, 45 calendar days. St. Helens at Columbia Boulevard, 120 calendar days. And Coast Feeder Highways has a specified completion date of October the 31st, 1985 and work started back in June so that's approximately 120 --

Q. Okay.

A. -- calendar days.

Q. Now, I'm not sure whether you would be able to give me this information, but can you give an estimate of the number of workers that you believe would be covered by Davis-Bacon that would have worked on each of these projects from the first day construction began to the last day?

A. That would be pretty hard for me to do right now.

Q. Okay.

A. Again, all of the workers are covered by Davis-Bacon.

Q. Right.

A. Except for flaggers.

Q. I'm trying to get a sense, for example, a project such as Beaverton-Tigard if you take the contractor's employees and the sub's employees --

A. Uh-huh.

Q. -- is he going to use 50 laborers or 100 laborers or 200 laborers? That kind of thing.

A. I really wouldn't even venture to guess.

Q. Okay. Okay. Now, let's go through then the number of inspectors you have assigned to each project. How many are actually working on Beaverton-Tigard?

A. Two.

Q. Okay. How about East Main?

A. One.

Q. Okay. 185th at Farmington?

A. Currently no one.

Q. Why is that?

A. Because the -- the job is essentially complete.

Q. Okay.

A. And as such the inspector that was assigned to that job on a full-time basis is now working on another project.

Q. 185th at Tualatin?

A. One.

Q. Farmington-Murray?

A. None because work has not begun on that project yet.

Q. St. Helens?

A. One.

Q. And Coast Feeder?

A. One.

Q. So those are your six total. So actually the project inspector sticks with one project from its beginning to its end?

A. As much as possible, yes.

Q. Okay. Now, who is the person in your office who scrutinizes those certified payrolls the first time they come in?

A. Larry Christianson, my Office Manager.

Q. Does he works with the project inspector in some way on dealing with a check of the certified payrolls?

A. Yes.

Q. And --

A. What we -- What we also do to insure compliance is we conduct employee interviews of the contractor's personnel and we do three things, basically, when we go through that procedure. First of all, we ask the employee what he or she thinks she's making or he's making and we put that down on the form and then we bring that form back into the office. We note on it what the minimum wage rate is by Davis-Bacon and we also note what the contractor is paying. So in some case they may be three separate numbers.

Q. Okay. Is there a specified number of employees that are interviewed?

A. No. We normally do the interviews at random. We do not necessarily interview every single employee on the job.

Q. Let's take a project the size of Beaverton-Tigard, which is I guess -- How would you put it? Medium to high project as far as its size?

A. I would say high project, yes.

Q. Okay. What number of employees would you expect to actually have interviewed during that first week out of a total number of employees that are on the project?

A. Well, what we normally shoot for is a minimum of one per contractor, subcontractor for every six-month period and if the contractor has a large labor force on the project, again, we normally select them at random and we can take any number.

Q. Okay.

A. And there is no set number, per se, as far as how many people my people are required to interview.

Q. You have an absolute requirement at least one employee per employer be interviewed once every six months?

A. Correct.

Q. You may in fact exceed that requirement by interviewing more employees than one; is that correct?

A. That's correct.

Q. Do you interview informally throughout the course of a project or would you pretty much designate a certain week for your six-month review, that kind of thing?

A. No, it's strictly informal, at random. We don't give the contractor any advance warning we're coming out on a job to do the interviews. We do it in a normal course of everyday inspection.

Q. Taking the Beaverton-Tigard project, would you expect to have interviewed 50 percent of the employees that have worked on that project from day one to day 650? I should say at least 50 percent.

A. No, I guess I wouldn't be that absolute.

Q. So it might be 10 percent. You think it may be at least 10 percent?

A. At least 10 percent. Again, I'm just guessing. I have no idea. A long running project you can have quite a few.

Q. Okay. Now, during your course as a Project Manager or Assistant Project Manager have you had occasions to come across certified payrolls that after your check have turned out to be wrong?

A. Yes.

Q. Is that a common thing?

A. No, but it does happen occasionally.

Q. Okay. Is it occasional enough that you can actually remember the number of occasions?

A. Not very clearly. I can give you a guess or an estimate.

Q. Well, okay. If you can give me an estimate.

A. Two or three times.

Q. Okay. Give me the kind of situations that you're thinking of that occurred those two or three times.

A. The violation that I've come across is where the contractor has worked employees overtime and not paid them the overtime premium. And also on a couple of occasions he has paid them less than the Davis-Bacon wages and we have requested supplemental payrolls.

Q. And in those cases were the problems taken care of?

A. Yes.

Q. Have you ever come across a contractor who misclassified an employee? For example, classified an operating engineer as a laborer?

A. No.

Q. Okay. Have you come across any problems of a contractor not properly designating someone working for him as a laborer for purposes of Davis-Bacon and rather paying them in some other form?

A. I've never come across that.

Q. Have you had problems, for example, with owner-operators?

A. Currently, yes.

Q. Okay. You've gone into this I think a little bit. Maybe you can tell me what your problem is with owner-operators?

THE WITNESS: Go ahead?

MR. CLORAN: Yes. Go ahead.

THE WITNESS: Currently what the problem is is the contractor has been using what I believe to be trucking firms as owner-operators. And there's currently an ongoing investigation involved with that.

BY MR. MECHANIC:

Q. Yes. That's on the Beaverton-Tigard project?

A. That's correct.

Q. Any of your other projects involved with that?

A. East Main Street to East City Limits in Hillsboro.

Q. Who's the prime contractor that project?

MR. CLORAN: Which project?

BY MR. MECHANIC:

Q. The Main Street.

A. Baker Rock Crushing Company.

Q. Is Baker the contractor you're referring to?

A. No.

Q. Some sub on that project?

A. Yes.

Q. In the case of the Beaverton-Tigard project -- Let's see -- I believe the -- Who is the prime contractor on that?

A. It is a joint venture between Roadway Constructors Corporation and R. A. Hatch Company.

Q. Is that joint venture contractor you're referring to with respect to the owner-operator problem?

A. Yes.

Q. Okay. I'm a little bit confused as to still what the problem is. You said that there are trucking firms that are being classified as owner-operator?

A. Owner-operators. Correct.

Q. Can you tell me what might be wrong with that?

A. Well, be it a contractor or subcontractor employs an owner-operator on the project there are no wage restrictions for an owner-operator, provided that all he does is he hauls material from one end of the project to another, okay, and that's his primary function.

If, however, a trucking firm is used and they employ a truck driver, a Teamsters, they are -- since he is an employee of the company working on the Federal aid project, the contractor or in this case the trucking firm must pay Davis-Bacon wage rates to that truck driver, that employee. That's the difference between an owner-operator and employee.

Q. The problem you're raising involves two separate employers, the joint venture and also the trucking firms that are employers of people operating equipment?

A. Correct.

Q. And people operating equipment aren't self-employed, that seems to be the problem?

A. That's correct.

Q. Now, are these owner-operators at least as the contractor has termed them, listed on any of the payrolls which are submitted to you?

A. They're listed on an addendum to the payrolls.

Q. Okay. When you say an addendum, I think in terms of self-contained pages separately listing these owner-operators.

A. That's correct.

Q. Okay. The owner-operators aren't integrated in any way into the certified payrolls of the contractor's employees?

A. No, they are not.

Q. Okay. Were you involved at all in the decision not to provide certified payrolls to the operating engineers on your projects?

A. I don't know anything about that. I've never been contacted.

Q. Okay. So as far as you know if there was a decision that decision was made in Salem or probably --

A. Yeah.

Q. Have you ever provided certified payrolls to members of the public or persons who are outside of the Highway Division either by sending it to them or allowing someone to come into the office and look at them?

A. I've allowed people to come into the office and look at certified payrolls, yes.

Q. What people?

A. Barbara Winchester from the 701 came in on a couple of occasions on one project and looked at certified payrolls.

Q. Okay. Anyone else?

A. There was a gentleman a few weeks ago that came in. The man's name was Hughes, I believe.

Q. Was he from a union trust fund or something?

A. Yes. From union trust fund. He came in and also looked as some payrolls.

Q. How did it come about that Barbara Winchester and this Mr. Hughes came in?

A. They normally went ahead and contacted John Widmer in the construction office in Salem. They had a copy of the agreement with the State Highway which allowed them to come in and look at certified payrolls. They present me with a copy of that agreement and I allowed them to come then into the office and look at the certified payrolls in house.

Q. What was in that agreement?

A. I'd have to go back and read it through completely to give you the whole context, but primarily what it allows them to do is have access to the job files regarding payrolls and it allows them again to come into my office, sit down at a desk and go through them, get whatever information they need off of the payrolls. But it does not entitle them to any Xerox copies or carbon copies of payrolls.

Q. Was this agreement specifically dealing with the particular request or review at issue or was it a general document saying, you know, any time we want to look at these things we can go ahead and look at them?

A. It was a general document.

Q. Have you ever provided anyone with a copy or has anyone ever requested a copy of certified payrolls?

A. People have requested copies of certified payrolls and on one occasion, in my absence, the Office Manager did give copies which he should not have.

Q. Okay. Do you remember who that is that requested that?

A. Not right offhand I don't.

Q. Is there a written document that says that you are not to provide copies of certified payrolls to people?

A. Not that I'm familiar with right offhand, but whenever we release documents out of our office we normally clear that with the construction office and our legal section. We do not give out documents without prior clearance.

Q. Okay. Well, do you know, though, of any sort of written statement, whether handwritten, a note, a memo, a policy, a rule, a regulation, anything like that, that deals with the release of certified payrolls in particular?

A. No.

Q. Have you ever participated in meetings with other Project Managers or persons from the Highway Division in which the release of certified payrolls was discussed?

A. We normally have, during the course of a project, quite a few meetings. During those meetings documentation normally comes up as just a normal course of action. I don't specifically remember any meetings dealing directly with payrolls as far as making sure that -- that we treat them in any different manner than we normally do. Most of the meetings deal with the fact that we are required to have an X number or a minimum number of payrolls and what the policy is with checking those payrolls for compliance. That's primarily all we ever talk about.

Q. Okay. Does the Federal Highway Administration participate to any degree in the monitoring of contractor compliance with Davis-Bacon?

A. No, they do not.

Q. Do you know whether or not they get a copy of the certified payrolls?

A. I believe what F.H.W.A. gets is at the end of a project we normally go through and make out a labor compliance certification. On that labor compliance certification we state that we have made every effort to uncover any irregularities in payrolls, if irregularities were found we have taken care of those problems. And again, as far as I know that's the only thing that F.H.W.A. gets is that statement of compliance.

Q. Okay. How many times had Miss Winchester come into the office, just this once?

A. I've seen her on two occasions.

Q. Any problems in any way --

A. No.

Q. -- with her reviewing the documents?

A. No.

Q. Can you give me a little bit more specific sense of the difference between what you described as the complete review when the first payroll is sent to your office as opposed to the spot checking that goes on later?

A. Okay. The first review that we do on a payroll is that we look at the hours, we look at the wage rates. We go through the mathematics that was used in arriving at the different columns, if you will, where they've itemized each of the deductions, each of the payments to the employees. We look at the gross and the net totals. We look at the fringe benefits as far as whether or not they were applied correctly. And we do that for every single employee shown on the very first payroll.

The spot checking that we do after that point is at random. We take one or two individuals listed on that payroll and we just go through for that one or two people that thoroughly and if we do not find any discrepancies in his wages then that's all we do. If we do find that there is a discrepancy then we go ahead and check all the employees.

Q. Do you use the WH-347 form?

A. That's the payroll form by the labor?

Q. I think it's the form recommended by the U. S. Secretary of Labor.

A. Not all contractors use that form. No.

Q. I see. So basically as long as they provide certain information they can use whatever form they want?

A. That's correct.

Q. It's not dictated by the Highway Division?

A. No, it is not.

Q. Okay. What's the basic information that must be provided on the forms?

A. The employee's name, Social Security number, address, his classification, minimum -- or his hourly wage rate.

Q. Yes.

A. And then, of course, they have to show all the mathematics that go along with the hours.

Q. Number of hours worked in the week --

A. Right.

Q. -- that kind of thing?

A. Right.

Q. Have you ever had any problem with anyone who might have had access to these records on any project that you've been involved with as an employee of the Highway Division somehow using those records in a way that you believe to be inappropriate?

A. Absolutely not.

Q. Have you ever had any contractors or employees on projects ask you whether you were providing this information to anybody?

A. No.

Q. Anyone exhibiting concern that somehow that information might be made available to someone outside of your office or the Highway Division?

A. No.

Q. And we're talking about, I guess, the four-and-a-half years that you've been an Assistant Project Manager or Project Manager?

A. That's correct.

Q. Okay.

MR. MECHANIC: Okay. That's all. Thank you very much.

(Deposition concluded.)

STATE OF OREGON)
) ss.
County of Washington)

I, DEBORAH J. BIANCONE, Shorthand Reporter and a Notary Public for the State of Oregon, hereby certify that, pursuant to the stipulation of counsel for the respective parties hereinbefore set forth, said witness personally appeared before me at the time and place set forth in the caption hereof; that at said time and place I reported in Stenotype all testimony adduced and other oral proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direction; and that the foregoing 30 pages constitute a full, true and accurate record of all such testimony adduced and oral proceedings had and of the whole thereof.

WITNESS my hand and seal at Portland, Oregon, this 26th day of November, 1985.

Deborah J. Biancone
DEBORAH J. BIANCONE
Notary Public for Oregon
My commission expires: 2/4/88

9953

11-23-5

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as field supervisor for the International Union of the Department of Engineers Local No. 701, AFL-CIO, a labor organization,)
Plaintiff,)
vs.) No. 85-1962
THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,)
Defendant.)

DEPOSITION OF LAWRENCE W. RULIEN

BE IT REMEMBERED That, pursuant to stipulation of counsel for the respective parties, hereinafter set out, the deposition of LAWRENCE W. RULIEN was taken before Julie S. Carrow, a Notary Public for Oregon, on November 7, 1985 at 9:40 a.m. at The Department of Justice, Justice Building, Salem, Oregon 97310.

APPEARANCES

Mr. Gene B. Mechanic, Attorney at Law, appearing on behalf of the Plaintiff;

Mr. William F. Cloran, Assistant Attorney General, appearing on behalf of the Defendant.

JULIE S. CARROW
The Court Reporter
2M Marion County Courthouse
Salem, Oregon 97301

STIPULATION

(At said time and place the following stipulation was entered into between the attorneys present in behalf of the respective parties:)

IT IS HEREBY STIPULATED AND AGREED by and between the parties hereto, through their respective attorneys, that the deposition of LAWRENCE W. RULIEN may be taken before Julie S. Carrow, a Notary Public for Oregon, at this time and place, on oral interrogatories, direct and cross, to be propounded to said witness as by law provided.

IT IS FURTHER STIPULATED AND AGREED that all irregularities as to notice of time and place and manner of taking said deposition are hereby waived, each party reserving the right to object at the time of trial to any question or answer as to the competency, relevancy or materiality thereof, but that objections as to the form of questions and responsiveness of answers must be made at the time of taking said deposition or shall be deemed to be waived.

PROCEEDINGS

LAWRENCE W. RULIEN,

was thereupon called as a witness in behalf of the Plaintiff and, having been first duly sworn, was examined and testified as follows:

EXAMINATION

BY MR. MECHANIC:

Q Let's try to start here, I don't want to take any more time than is necessary.

Is your name pronounced Mr. Rulien?

A. Rulien.

Q Mr. Rulien, my name is Gene Mechanic, as you know, and I represent plaintiff, John Lund, who is a representative of the International Union of Operating Engineers, Local 701. That is a union dealing with heavy equipment operators covering the jurisdiction of all of Oregon and Southwest Washington. There is an action that is now pending in Marion County Circuit Court dealing with the denial of a request by Mr. Lund for receipt of certain certified payrolls from the Department of Transportation, and my questions will be geared to finding out information with respect to various policies and practices you may have or information you may have which I believe is relevant to this lawsuit.

If I ask any questions that are confusing to you, which sometimes I have a tendency to do, please ask me to clarify them. Mr. Cloran is here as your representative, of course, if you wish to consult with him at any time, please do so.

Everything here is going to be recorded, so if you could speak up and answer yes or no, instead of nodding, I am sure the court reporter would appreciate that.

A. Fine.

Q. Okay. Now, what is your current position?

A. I am State Highway Engineer.

Q. Okay. What are the job duties of State Highway Engineers?

A. Well, the State Highway Engineer is a chief executive officer of the Highway Division.

Q. So, basically, it is a managerial position?

A. That's right.

Q. You are not involved necessarily in engineering in the traditional sense of such?

A. In this state, the State Highway Engineer has to be a registered engineer. Some engineering decisions surface, but not on a daily basis.

Q. Okay. Can you briefly describe to me the structure of the Highway Division as far as -- from top down, and also from the Highway Division up through the Department of

Transportation.

A. Let me start with the last first. I sit on the Director of Transportation, Fred Miller's staff; he would be my boss, as would he be the boss of the directors of our parks, motor V, public transit, and aeronautics divisions; on my staff I have two Assistant State Highway Engineers, one is in charge of what we call technical services, and that is primarily the right of way, engineering, design, activities that occur in our headquarter's office in developing jobs and putting plans out to bid. The other Assistant is one that we term the assistant who is in charge of operations. He has two staff people reporting to him, our construction engineer and our maintenance engineer, both of whom have statewide possibilities in those particular activities.

Q. Okay.

A. Also, reporting to him are our five region engineers who are in charge of all of our field activities so that project managers, our maintenance activity and so forth that are spread out over the state all lie within one of five regions, and the region engineers are in charge of those activities in the field. There are obviously many more facets of our organization, but maybe that gives you the sense you were looking for.

Q. You have an organizational chart?

A. We certainly have one, I don't have one with me.

MR. MECHANIC: Do you have a way of indexing documents?

THE REPORTER: Yes, now that you have made it known to me.

MR. MECHANIC: I can follow this up with a letter or something, but I would like to note I am going to make a request for the organization chart.

MR. CLORAN: We will object to that, you can't request a document during a deposition. If you want to file additional discovery and you don't find it in what is already produced here, you can do that, but you are not going to ask the witness to produce documents under the ORCP in a deposition. We know that's improper.

MR. MECHANIC: Well, I am not going to argue about that, we normally, as a matter of dealing with things expeditiously, make these kinds of requests. So, I will make that note.

BY MR. MECHANIC: (Continuing)

Q Now, how long have you been employed as Highway Division Engineer?

A About six weeks.

Q Okay. What did you do before that?

A I was the Assistant Director for Administration for the Department.

Q What were your duties as Assistant Director for

Administration?

A. Take the Director's place when he is gone, had the functions of our information systems and personnel and training.

Q. How long were you employed as Assistant Director for Administration?

A. Some three and a half years, more or less.

Q. Was Mr. Colter your immediate supervisor when you were Assistant Director for Administration?

A. No, Mr. Miller was. That was -- that is in the Department of Transportation, not the Highway Division.

Q. I see. You were qualified, involved in all of the various divisions of the Department of Transportation in your job as Assistant Director?

A. Right, had a responsibility overall, not equal because the sizes are so different.

Q. Did you spend quite a bit of time dealing with Highway Division matters?

A. Highway is our largest division.

Q. So, the answer to that is, yes?

A. Motor Vehicles is our second -- yes -- Parks is our third and so forth.

Q. So, as Assistant Director was the majority of your time spent dealing with Highway Division matters as opposed to other divisions?

A. That would be true.

Q. Okay. What did you do before you were Assistant Director for Administration?

A. I was the Executive Assistant to the State Highway Engineer.

Q. Who was the State Highway Engineer at that time?

A. Scott Colter.

Q. How long were you Executive Assistant?

A. Oh, from memory, a couple of years.

Q. Does that mean about two years?

A. Yeah.

Q. Once again, could you give a brief description of what your job was at that point as far as its' duties?

A. Again, acting for Mr. Colter when he was gone, serve in a staff capacity, help move the paperwork and the decisions.

Q. What did you do before that?

A. I have been with the Highway Division or Department for about 32 and a half years, so as you go back you can find quite a few jobs if you want to.

Q. What year was that when you first became employed?

A. Fifty-three.

Q. Okay. If you could just briefly describe the different jobs that you have had, say, from 1953 through the point that you are Executive Assistant.

A. Transportation man, inspector, designer, project manager, District Maintenance Superintendent, Assistant Region Engineer, Region Engineer, Program and Planning Engineer.

Q. Were you employed before 1953?

A. Yes, I worked for the North American Aviation in Los Angeles a short stint, and prior to that the Minnesota Highway Department, and prior to that graduated from the University of Minnesota.

Q. Okay. What degree did you receive from the University of Minnesota?

A. Bachelor of Science in Civil Engineering.

Q. Any social subsequent degrees?

A. No.

Q. Now, are you familiar with the method by which the Highway Division receives information from contractors on public work projects with respect to the wages and benefits that are being paid to the employees?

A. In a very cursory fashion. My knowledge of it would be as I think that we get certified copies of payrolls and things like that.

Q. Are you familiar with the manner in which the Highway Division monitors whether contractors are complying with Federal or State prevailing wage laws?

A. Not specifically.

Q. Okay. Who in the Highway Division or Department of Transportation is primarily responsible for insuring that those prevailing wage laws, either Federal or State, regarding projects at the Highway Division is involved in are actually met?

A. It is a function of our construction engineer's office, and I guess I couldn't tell you who at this particular time is the person that would be most closely involved in that.

Q. Okay. Well, now, I think you mentioned to me, but I am not sure, when you gave me a name who is the head of the construction engineer department?

A. I gave you a name, I think of perhaps Pat Schwartz, who is my assistant in charge of both maintenance and construction. Our construction engineer's name is Chuck Fredricks, who reports to Pat Schwartz.

Q. Now, I have received some department policies which I believe are related to public records, disclosure, and a couple of books here which obviously I haven't been able to go through yet. So, I am going to need to ask you some questions regarding what you do have down in writing as far as practices and policies and what you might not.

My question is whether or not you have any written policies or practices or rules which establish the process for monitoring contractor compliance with prevailing wage laws?

A. I don't know.

Q. Well, who would know if you did or did not?

A. The people that are in charge with responsibility for doing that monitoring.

Q. Well, in your capacity working with the Department for 32 years, have you ever personally been involved in monitoring contractor compliance with prevailing wage laws?

A. No, I haven't.

Q. Have you ever associated with the people whose responsibility it was to do that?

A. I am sure that I have, in a sense, associated with practically everybody that does something in the Highway Division over a time.

Q. Or, have you ever worked with people on any review of contract of compliance with prevailing wage laws?

A. No, I never worked in our construction engineer's office.

Q. Do you know whether or not there is any person who is either full time or whose job is spent either mostly or full time on dealing with reviewing certified payrolls to insure contract of compliance with prevailing wage laws within your divison?

A. I don't know who that is. Chuck Fredricks would know. Brian Jockman (phonetic) who is an Assistant Construction Engineer would know, he may be the person charged with that now, I am not sure of that.

Q. Brian Jockson?

A. Brian Jockman.

Q. Jockman. Do you, outside of the name, do you know whether there is such a position?

A. No, I don't know whether or not there is a position that would be full time monitoring of that or whether or not there is a position with the assignment of a number of responsibilities, one of which might be monitoring that.

Q. Well, how many projects, for example, today does the Highway Division have in process?

A. I would hazard a guess that we probably have active in one way or another 250 projects, some just beginning and some just ending and all the various stages throughout the state.

Q. Well, I would assume that to go over certified payrolls for 250 projects that are currently in progress would require at least many, many hours a week, wouldn't you say?

A. I would assume so. I would also assume that probably the individual project managers who are assigned to specific work in the field probably have a responsibility relative to payrolls and so forth. So, I don't know the mix of work or just how that monitoring is done.

Q. Well, I can't ask you to give an answer to something that you are not sure about, so what I would like to know is whether or not your belief is that under your own agency procedures -- the project manager of each project is the first person that reviews the certified payrolls to insure contracts of compliance?

A. I think that is correct.

Q. Do you know whether that particular responsibility is stated in writing in any policies or procedures that you might have?

A. I don't know that, however, all of our construction work is done with planned and with specifications, part of the specifications of whatever job requirements there might be; and normally our project manager is out there to assure that our jobs are done consistent with the plans and specifications.

Q. Are there actually on-site inspections designed solely to deal with whether the prevailing wage laws are being met?

A. I couldn't answer that, I don't know. You are asking me about some things that I have not been close enough to for so long that I am not really sure on how that process works right now.

Q. Well, it would be either Mr. Schwartz or Mr. Fredricks who would be the main managerial person responsible for insuring that there are appropriate procedures that are being established to monitor?

A. Mr. Fredricks would be the closer to it.

Q. He is in your Salem office, I assume?

A. Yes.

Q. If there are any policies or practices that are established with respect to monitoring contract of compliance with prevailing wage laws, would you have to approve that in your capacity as Chief Engineer?

A. Not necessarily.

Q. Under what circumstances would you have to approve that?

A. Well, depending on the nature, I guess there wouldn't -- it wouldn't be a policy question. Our policy is to comply with the law, so that is established. Now, when you get down into the works and try to make some kind of a directive to clarify rolls or set forth procedures as to how certain things would be done, that's issued by whatever office is charged with certain responsibilities, so I would not necessarily approve the way in which those things were done.

Q. Okay. Well, you mentioned various positions that you have been involved in, let's take the inspector. The inspector, I assume, works for the project manager on a given project?

A. Yes.

Q. To what extent as an inspector were you involved in on-site inspections designed to monitor contract or compliance with prevailing wage laws?

A. I don't recall, that would have been 1955, 30 years ago, I couldn't even answer a question right now on whether or not the Davis-Bacon provisions prevailed or not, I couldn't remember that.

Q. Let's assume it did, but that is beside the point.

MR. CLORAN: Well, you are representing that it did, Counsel?

MR. MECHANIC: No, no.

BY MR. MECHANIC: (Continuing)

Q. I am wondering whether you recall actually performing functions at that point in reviewing certified payrolls or going out and seeing that job classifications were correct as payroll certification might have designated them, that kind of thing. Do you recall anything that you did related to prevailing wage laws?

A. I don't recall anything about payrolls, I recall quality of construction and the materials that were into the job, and things like that.

Q. All right. Now, you were also project manager during your course of work for the Department, correct?

A. That's true.

Q. How many projects did you actually manage?

A. Oh, a couple.

Q. What years about, do you remember?

A. Well, that would have been '55 or '57, maybe a dozen, something like that.

Q. Still sometime ago? None within the last 20 years or so?

A. No.

Q. Well, I understand that is a long time and you may not remember, but let me ask you if you do recall as project manager at that point what roll you might have had in reviewing any payroll records with respect to public works contractors.

A. The only thing that I can really remember that would associate with payrolls is sometimes on a construction project if you have something in advertent or unexpected happens like a slide, you may undertake correction of that work with a contractor on a force account basis, which is kind of a cost plus basis.

Q. Right.

A. When you do that, then the project manager checks the payrolls over carefully to assure himself that the people that are charged to that work were, in fact, out there performing that work, likewise with equipment.

Q. Okay.

A. I think that was probably for a different purpose than what you are talking about.

Q. As far as general, you know, a general portion of review of just payrolls that came in every week, whatever, you don't remember anything about that?

A. I don't recall.

Q. How about the Regional Engineer? In your job as Regional Engineer, do you recall ever reviewing certified payrolls?

A. No. In fact, I wouldn't have, I am sure.

Q. Regional Engineers aren't responsible in any way for that?

A. No.

Q. I assume a Regional Engineer, correct me if I am wrong, is a managerial person who overviews various projects and project managers within a given area of the state?

A. Right, as well as all the maintenance activities and all the other kinds of design development work.

Q. When were you Regional Engineer?

A. Oh, something like 1965 to '73, or something like that.

Q. When you were Regional Engineer, do you ever remember project managers informing you about any problems they were having with contractors with respect to meeting any prevailing wage laws?

A. Not specifically; generally, I have a recollection, I have recollections that would go along the lines of some question of whether or not -- it seems to me, like, in our specs we call out certain kinds of work around prevailing wage and maybe there is an activity out there for which there wasn't a prevailing wage set, so you have to communicate to Salem and they come up with what the appropriate wage rate is. I can recall the subject, but not particularly any specifics.

Q. Are you familiar with the format, as far as actual format,used by which contractors report the wages that are being paid to employees and public work projects?

A. No, I am not.

Q. Have you ever looked at a certified payroll?

A. I don't recall whether I have or not. I don't recall it. I would suspect that looking at a certified payroll, just thinking of payrolls, and in general, wouldn't tell one anything unless they had some pretty significant knowledge about what they were looking at.

Q. Do you know what information is placed on the records that we are calling certified payrolls?

A. No, I can surmise. I don't know.

MR. CLORAN: He is asking what you know.

BY MR. MECHANIC: (Continuing)

Q. I don't want you to guess.

A. No, I haven't, just haven't been that close to that.

Q. Okay. Do you recall having any meetings or discussions in your job over the last even six weeks, but going back to your work with the Department and with the Division over the prior few years on how to deal with contractor compliance of prevailing wage laws?

A. No, I don't recall that it has even been a problem.

Q. Are you aware of any enforcement steps that the Department or Division has had to take during your course of employment with it to compel employers to be certified payrolls?

MR. CLORAN: Hold on. I think I am going to interpose an objection. If he does know, you may be calling upon him to give information on active ongoing enforcements, and that is privileged information, it has to do with law enforcement.

MR. MECHANIC: Unless it is criminal, not criminal I don't think. You are saying that civil --

MR. CLORAN: Let me find out from him, again, whether or not he knows about any ongoing enforcements.

Do you?

THE WITNESS: I don't know of any.

MR. CLORAN: We will just let him answer then.

BY MR. MECHANIC: (Continuing)

Q. Are you familiar at all with the particular projects which must meet state prevailing wage laws as opposed to federal prevailing wage laws?

A. Specific projects?

Q. Well, let me --

A. I understand there is a state -- Davis-Bacon Act, I guess I think of it as that prevailed on state jobs where federal funds, in fact, aren't involved.

Q. All right. Let's assume federal funds are involved. Is it your understanding that if any federal funds are involved in a Highway Division project that the federal prevailing wage law applies?

A. Yes.

Q. Okay. Do you have any knowledge of whether, in those federal prevailing wage projects, the initial responsibility for insuring compliance with those laws lies with the Highway Division, or does it lie with the federal agency involved?

A. If it is, I think that -- I don't know, what initial responsibility?

Q. Are you aware?

A. We are, as a Highway Division, are responsible for administering our construction contracts. The federal people look upon us to do that. I am presuming they maintain some kind of a responsibility to see that we do that, but we look at it as our initial charge to carry out the provisions of the contracts and the plans as they are stated.

Q. All federal funded projects contain in the contract requirements that the federal prevailing wage law is being met, right?

A. I think so. I don't know whether or not there is some kind of category, for one reason or another, that is exempted from that. My understanding is that generally speaking, if it is federal dollars involved, then those provisions apply. And, most of our work does have federal dollars in it.

Q. So, if the contract does contain language requiring contractor to meet federal prevailing wage laws, you would look at the Division as being the initially responsible agency to insure compliance with those requirements?

A. That's true.

Q. Do you know the actual location where contractors send their certified payroll?

A. No.

Q. Do they send it initially to the project manager for every project, or would they send it to some central office in Salem, or both? Do you know?

A. I don't know. I would think they would go to the project manager, but I do not know that.

Q. Are you familiar with the process of the Highway Division for responding to requests for documents from a member of the public?

A. I don't know that there is a process.

Q. Well, as I say, I haven't had time to really look at these policies, they may not deal with the process, but let me ask you: Assuming that a member of the public sends in a letter requesting certain documents and just sends it to the Department of Transportation or to the Highway Division, if it involve particularly Highway Division documents, what happens with that letter?

A. I guess I would think it would depend upon where it was sent and what was asked. If what was asked appeared to be a perfectly legitimate request for information, then the person that was reviewing that request or was in receipt of that letter, they probably would act on it and send the documents. If there were lots of complexities about getting the documents together that were requested, there may be -- would be a judgment made as to whether the person should come and look at the records or pay a bill for the copying of it. If there were a question on that person's mind as to whether or not, in fact, the materials asked for should be disclosed at all, then normally we seek a legal opinion as to that. Not knowing, necessarily, the legal niceties as to what is appropriate and what isn't appropriate, you go to our counsel and say they have asked for this, is this appropriate, and provide whatever that counsel wants.

Q. Is there a particular position with the Highway Division which is filled by a person who is primarily responsible for looking at requests for information?

MR. CLORAN: You could answer it several ways. We interpose an objection. I think your question is too general, Gene, you're talking about trying for highway maps or promotional literature for campground directors or certified payrolls or public records request. If you could be more specific, he could probably give you a more meaningful answer.

MR. MECHANIC: Well, I am starting out with a very general question.

MR. CLORAN: Okay. Tell him where the maps come from.

BY MR. MECHANIC: (Continuing)

Q. It is a very general question, whether there is a public information officer or someone who, in fact, needs to make an initial decision as to where a particular request goes to.

A. The answer to that is, no.

Q. Okay.

A. I think all kinds of offices directly deal with the request. If we were going to come down to something very formalized, I, in my mind, would look at our secretary of our commission services as sort of the custodian of the records. I don't know. But, no one is charged with the title of reviewing all such requests. I am sure a lot of requests for information are just handled routinely by whoever they are asked of on that person's judgment, that is an appropriate thing to do.

Q. Now, this case does, in fact, involve a request for certified payrolls, and I believe in this case a letter was just sent to the records custodian of the Highway Division. Is there a records custodian?

A. No.

Q. Based on your knowledge of the general practice of the Division, into what hands would that letter have first gotten to? And, can you go through the process then that would have followed from there as far as really making a decision on whether to meet the request.

MR. CLORAN: I am going to impose an objection. Are you asking him does he know where the letter went or are you asking him to speculate?

BY MR. MECHANIC: (Continuing)

Q. I understand. The question is based on your practice.

A. Speculate is what I hear you asking, or assuming that a letter came what do I think would happen to it?

Q. Assuming, right. If this letter came in the form I just gave it to you, based on your knowledge of the Division practices, can you tell us what should have happened as far as whose hands that would have gotten into and the process that would have followed from there?

A. I would think that it would go to our Assistant Attorney General who serves us, Jack Sollis, with the seeking of information as to whether it is appropriate, legitimate thing for us to release or not.

Q. Okay. Why would a letter requesting a certified payrolls have immediately been referred to the Attorney General?

A. I don't know why. That is just exactly -- that is what I think, in fact, would have happened. The question is whether or not there is anything privileged in a record that would relate to contractors, payrolls, and their operations and so forth, and whether or not someone outside of them that dictated necessity of supplying those things has a right to those records or not. My own response to things like that would be always to question is this legitimate for these people to know this? These people have to give us this. And, whenever I have that kind of quandry, I ask our attorneys whether or not what is appropriate.

Q. Do you have any guidelines or anything which sets up the kinds of document requests that would go to the Attorney General?

A. No, that is a judgment question.

Q. Okay. So, who makes that initial judgment?

A. On who gets the letter?

Q. Well, I am really not trying -- I know that you have a big agency, and I am really not trying to play games here. What I am trying to find out is --

A. If somebody who got the letter was unsure, they would surface it, they would raise the question.

Q. All right. I mean, for example, a letter, I assume, initially comes in to some secretary.

A. Okay.

Q. Who then opens up the letter?

A. Whose office?

Q. A letter related to certified payrolls. Let me withdraw that.

Obviously, the secretary wouldn't immediately send it over to the Attorney General, correct?

A. That's correct.

Q. Someone opens up the letter and sees that this is a request for certified payrolls, correct?

A. (The witness then nodded his head.)

Q. I am assuming that. What would the secretary or whoever opens up the letter then do with it?

A. If it were in my office, then that particular lettter would go to the assistant that is in charge of our construction program, because the subject materials would be associated with the construction program. That person might buck the request out to our construction office feeling that they don't deal with payrolls all the time, so the people that deal with payrolls all the time may have dealt with these kinds of requests before. That person out there might get it and say, uhm, we have never given this kind of information out, we don't think we should; and, then, somebody may be sitting with that saying there is a question as to whether or not we should release this -- this is by the people most familiar with the topic -- that let's ask an attorney: Is this something that we release or not?

Now, that is perfectly speculation on my -- all I am trying to illustrate is this judgment by different people involved in this. We don't have any kind of a cookbook that says this, this, this, this about it. So, when someone feels that a request might not be appropriate, then they would surface, escalate that question up and ultimately someone would ask our attorney as to whether or not we should or shouldn't.

Q. As far as you know, there has never been a policy decision which is in writing somewhere with respect to the release of certified payrolls to members of the public?

A. As far as I know, there isn't. I don't know that. I have never seen such.

Q. Okay. Now, I realize lawyers have a way -- all lawyers have a way of putting things down in court papers that might be difficult to apply to the real world, but I would like to ask you a couple of questions with respect to the answer with which the Department of Justice has filed in this case to the Complaint. Now, does ODOT or the Highway Division have a standard definition of what constitutes a trade secret?

A. Not to my knowledge.

Q. Do you know of any of the information -- you may not, based on your prior answers -- within certified payrolls that might be deemed a trade secret as far as the Highway Division is concerned?

A. I don't know that.

Q. Are you aware of any current criminal investigations concerning, and I will be quite specific, relating to the projects involved in this case: Construction Contract No. 9865, which is the Beaverton-Tigard Interchange, or Contract

No. 9953, which is the Sunset-Pacific Highway project?

A. No.

Q. If there were criminal investigations would you know about that with respect to any of your projects?

A. Under normal circumstances. And, the reason I say that as being six weeks in the job, there could be things that I have not caught up with yet that have been ongoing, so I don't know. I don't presume to know everything that's been going on in the Highway Division given the tenure.

Q. Sure. If there were criminal investigations with respect to any of these projects, would the Highway Division staff be performing it or would it go to the Department of Justice or some other state agency?

A. I don't know what you mean by criminal investigation exactly, but we are not criminal investigators.

Q. Are you aware of any criminal investigations during your 32 years that stemmed from Highway Division projects? Maybe the State Police were involved, something like that?

A. Without being specific, I have an awareness of activities that have been questioned over time of wrongdoing alleged, and it seems to me like in some instances maybe the State Police have been somewhere, in some instances, maybe the Department of Justice. Then, of course, there is the usual auditing functions of various teams from the Federal government periodically.

Q. Does the Highway Division or ODOT have any standard definition for what constitutes a bid record for purposes of exempting it from the public disclosure law?

A. I don't know.

Q. You don't know whether they do or you --

A. I don't know anything about that: Whether they were, whether there exists a specific definition that you find for the business records is for purposes of release or whatnot.

Q. If there were a policy that was established in writing by the Highway Division, would it need to be reviewed by the Chief Highway Engineer?

A. If it were a policy?

Q. Yes.

A. (The witness then nodded his head.)

Q. The court reporter, again.

A. Yes.

Q. Okay. Thank you. Do you know whether any informatio provided on certified payrolls has anything to do with production records, sale of records, or cash records or similar business records of a private concern or enterprise?

A. I think the payroll -- I think that it doesn't. I guess I think that it got the name and the person working and the wage paid.

Q. Anything to do with production quotas, fees or assessments or anything along those lines?

A. I don't know how you would lock those things together.

Q. I am not sure if you are saying you don't know or whether you don't think that it does have anything to do with it.

A. I guess what I am trying to express is I don't know what someone that was dealing on those other subjects that you mentioned could do with information that was shown on the payroll. I don't think the payroll directly includes that other information, but rather it identifies a person on the job and the wage paid.

Q. Do you know whether or not ODOT or the Highway Division has any standard definition of what constitutes personal information for purposes of exempt from public disclosure laws?

A. I don't know.

Q. Once again, you don't know whether there is such a policy or you don't think there is such a policy or definition?

A. I don't think there is such a definition. I think we rely on going to an attorney for advice.

Q. Do you know whether or not the wage reports we have defined as -- or termed as certified payrolls, provided personal information as far as your understanding of what a personal information might mean?

A. I don't think it does. I don't know. I don't know whether a Social Security Number is personal, you know?

Q. Right. Are you aware of any federal laws, statutes, regulations or any other federal law which prohibits the agency, meaning the Highway Division or the Department, from disclosing information contained on a certified payroll?

A. I don't know one way or the other on that.

MR. MECHANIC: Off the record.

(Whereupon a discussion was then held off the record.)

BY MR. MECHANIC: (Continuing)

Q. Mr. Rulien, have you ever seen this document noted Administrative Instruction, I guess, No. 5?

A. I am sure I must have seen it.

Q. Well, that appears to be an administrative instruction which stems from some Attorney General's statement or opinion; is that correct?

MR. CLORAN: Does he know whether or not it does, or is that an administration instruction? What's the question?

MR. MECHANIC: I am asking him whether it is an administrative instruction which stems from an Attorney General's statement or opinion.

THE WITNESS: I don't know what it stems from, it is obviously an administrative instruction relating to public records law.

MR. MECHANIC: Can we mark that as number one, please?

BY MR. MECHANIC: (Continuing)

Q. Are you aware of the construction manual, section 107.03 on statutory limitations on hours of labor and rate of pay for overall time?

A. No. I am aware of the fact that there is a construction manual that sets forth different things that are supposed to be done in handling the project and so forth.

Q. On this instruction manual, the certified copies of the contract and subcontract weekly payrolls are to be submitted to project manager. So, that is your understanding?

A. That is consistent with what I thought.

Q. That is consistent with what you said, right? Then it says the checks -- certified payroll is not expected to be a complete check, the contractor records that it should only be that amount necessary to insure the payroll reasonably complies with the contract requirement.

Do you know whether the Division has any sort of general guidelines, written or not, which relate to what an amount, in fact, would be necessary to insure that the payroll reasonably complies with the contract requirements as stated in your manual?

A. I don't know. I am assuming that is one of the things that our people discuss, and there is some kind of a spot check basis. I am sure the idea is the amount of resources that you can commit to checking that particular item.

Q. It goes on to say, "The first payroll received from each contractor should be thoroughly inspected for conformance with contract requirements." Do you know what the thorough inspection of the first payroll consists of?

A. No, I don't.

Q. Okay. One or two more questions. Do you have any estimate of the degree of time that inspectors or project managers would spend in relation to their overall work in dealing with certified payrolls?

A. No.

Q. Do you currently have, in your opinion, as Chief Highway Engineer sufficient staff to deal with all of the duties that are encompassed within the work of project inspectors and project managers?

A. To deal with them in a manner that is cost effective, yes.

Q. Do you have any sort of priority guideline or standards as far as to what extent project inspectors and managers should spend on their different duties insuring that a contract that you have on a given project is being met?

A. There are standards relative to frequency of material tests, quantities that have to be tested, inspections made in that respect. The judgment call that the project manager and his staff have to make as to what is the right amount of time to spend with his resources on any given thing, and that would vary depending on the nature of the job. If you are running into something that is troublesome, you need to devote more resources to it than otherwise. So, job to job would be different in that sense.

Q. Okay.

A. Your time is up, Counsel.

Q. Okay. Excuse me, one more question. Have you discussed with any other agencies what their general practice and policy is with respect to releasing certified payrolls to members of the public who request it?

A. No, I haven't.

Q. Okay.

A. Sorry, I have to run.

MR. CLORAN: I have no questions for Mr. Rulien.

(Whereupon, the deposition was ther
concluded at the time of 10:45 a.m

STATE OF OREGON)
(ss.
County of Marion)

I, Julie S. Carrow, do hereby certify that: At the time and place heretofore mentioned in the title of the foregoing matter I was a court reporter and a Notary Public in and for the State of Oregon; that at said time and place I reported in stenotype all testimony adduced and proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direct supervision, and that the foregoing transcript is a true and accurate transcript of all such testimony adduced and proceedings had and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and notarial seal this 2nd day of November 1985 in the City of Salem, County of Marion, State of Oregon.

Julie S Carrow
Julie S. Carrow
Notary Public for Oregon
My Commission Expires: 10-28-89

OREGON DEPARTMENT OF TRANSPORTATION

ADMINISTRATIVE INSTRUCTION

Form 81-731-0026 (8-77)

NUMBER: 5	Page 1 of 2
RESPONSIBLE OFFICE:	
DISTRIBUTION: Manual Holders	

SUBJECT: Reference to Department Records (except Motor Vehicle Division) by Other than Departmental Employees

Issued By: Fred D. Miller (SIGNATURE) Assistant Director for Administration (TITLE)

Date: October 18, 1979

Reference: ORS Chapter 192 (Public Records Law); Oregon Transportation Commission Delegation Order No. 22

PURPOSE:

To make available upon request by a member of the public, records in the Department's files which constitute public records under the Public Records Law.

PROCEDURE:

Responsibility	Step	Action
Office Receiving Request for Access	1	Determines whether the inquirer has the proper office for records requested. If not, directs him to the proper office.
	2	Informs the inquirer of the fee schedule (Appendix A).
	3	Determines whether or not any or all of the material requested is exempt from disclosure as specified in Appendix B.
		NOTE: If there is any question regarding exemption, consults with the Assistant Attorney General assigned to the Department of Transportation. The inquirer may appeal a decision to withhold records to the State Attorney General.
	4	Provides the inquirer the material requested after withholding exempt records.
	5	Provides reasonable facilities to the inquirer for inspection of the material and making of notes or extracts; assures safeguarding of the files against theft, damage or destruction.
		NOTE: Unless reproduction of records is requested, omit steps 6 through 9.

RECEIVED
OCT 30 1979
CONSTRUCTION BRANCH

1 Kessey K
2 Jackmond J
3 Hopkins
Williams
Johnson
Glenn
6 Richards W
Berg
Inloes
Widmer
4 Gebauer K
5 Church

Fran

Responsibility	Step	Action
	6	Reproduces such records or portions of records as requested by the inquirer.
		NOTE: Omit Steps 7 through 9 unless certification of copies is requested.
	7	Sends copies which the inquirer requests to be certified along with the file copies to the Section Head for certification, including a statement as to where the original is filed.
Section Head	8	Provides certification as requested (Appendix C).
	9	Returns all material to the office requesting certification.
Office Receiving Request for Access to Records	10	Prepares Form No. A-191, Request for Outside Billing or other appropriate form if not Highway Division, in triplicate when cash is received or billing is required. No charge unless transaction totals $10.00.
	11	Gives requested material to the inquirer and collects the fee, or mails requested material of Form A-191 or other appropriate form.
	12	Sends original Form A-191 or other appropriate form, accompanied by the fee when collected, to the appropriate Accounting Section. Retains one copy.
Accounting Section	13	Prepares invoice and bills inquirer for those transactions handled by mail.

APPENDIX A

Fee Schedule

Minimum fee to be charged for search and delivery of record to inquirer (first 30 minutes)	$5.00
Employee time required for search or other assistance exceeding ten minutes total including initial search	.15/minute
Facsimile copy	.10/~~minute~~ copy
Engineering drawings	
Diazo	.10/sq. ft.
Xerox vellum	.50/sq. ft.
True copy certification	1.00/document

NO CHARGE UNLESS ITEMS TOTAL $10.00.

N. B. Request (which are not excessive) made by other government offices (federal, state, and local), in normal business processes, will be handled without charge.

Credit Distribution:

362.00 = Copies of files &, misc. records, etc.

362.06 = Published book copies ie:(TB-19, Const'n Manual, specs, etc.)

APPENDIX B

Records exempt from disclosure unless public interest requires it, ORS 192.500:

1. Records pertaining to litigation when a complaint has been filed or is likely to be filed.
2. Trade secrets.
3. Investigatory information compiled for criminal law purposes.
4. Examination data used in a licensing, employment or academic examination if the exam has not been given or will be used again.
5. Business records of a private concern.
6. Real estate appraisal information prior to acquisition.
7. Names and signatures of those who sign authorization cards or petitions for the purpose of requesting representation or decertification elections.
8. Investigatory information relating to any complaint filed under ORS 659.040 and 659.045, concerning unlawful employment practices.

Records exempt from disclosure with no exception, ORS 192.500:

1. Communications within or between public bodies of an advisory nature with other than purely factual material which is preliminary to final agency action. Exemption applies only when encouraging excellent communications among employees outweighs importance of disclosure.
2. Information of a personal nature if public disclosure would constitute an unreasonable invasion of privacy unless clear and convincing evidence requires disclosure in the public interest. The burden of proof is on the applicant.
3. Information submitted in confidence and not otherwise required by law.
4. Any public records or information, the disclosure of which is prohibited by federal law or regulations.
5. Public records or information, the disclosure of which is prohibited or restricted or otherwise made confidential or privileged under ORS:

   41.675 Hospital data except in cases concerning patients' care.

44.040	Confidential communications: husband's or wife's without spouse's consent except in civil or criminal action of one against the other; with attorney without client's consent; confessions to priest or clergyman without confessor's consent; information given to physician or surgeon necessary for him to proceed; public officer when disclosure is against public interest; stenographer's dictation in the course of employment without employer's consent; nurse's information necessary for patient's care without patient's consent; psychologist or information obtained or advice given in the course of his professional employment without patient's consent.
146.780	Report to Chief Medical Investigator on injuries suspected to be criminal.
419.567	Records of juvenile court proceedings.
483.610	Accident Reports made to Motor Vehicles Division or to any sheriff, chief of police, or other authorized agent.
657.665	Information obtained from employing units, employees, or other individuals concerning unemployment insurance.

6. Public records or information described in the Appendix furnished by the agency creating them to any other public officer or body if the considerations originally making them exempt still apply.

7. Entries in job diaries unless otherwise determined by the Attorney General on an individual case basis.

APPENDIX C

Certified copies must be provided upon demand, if the record is of a nature permitting such copying. Certification is not difficult; the following statement on a cover sheet or the last sheet of the copy constitutes a certification.

> I certify that I have compared the (attached/foregoing) (Description of Document) consisting of ____ page(s) with the original in this office, that I am the custodian, and the (attached/foregoing) is a true and correct copy.

____________(city)____________, Oregon

____________(date)____________, 19 ___

____________(signature____________
(name)
(title)

(OFFICIAL SEAL - if any)

Source: State of Oregon Department of Justice
Attorney General's Public Meetings and Records Manual, October 1, 1977.
(Attorney General's Opinion 7252)

9953

11-23-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as field)
supervisor for the International)
Union of the Department of Engineers)
Local No. 701, AFL-CIO, a labor)
organization,)
)
Plaintiff,)
) No. 85-1962
vs.)
)
THE STATE OF OREGON, DEPARTMENT)
OF TRANSPORTATION,)
)
Defendant.)

DEPOSITION OF EDWARD L. HARDT

BE IT REMEMBERED That, pursuant to stipulation of counsel for the respective parties, hereinafter set out, the deposition of EDWARD L. HARDT was taken before Julie S. Carrow, a Notary Public for Oregon, on November 7, 1985 at 10:46 a.m. at The Department of Justice, Justice Building, Salem, Oregon 97310.

APPEARANCES

Mr. Gene B. Mechanic, Attorney at Law, appearing on behalf of the Plaintiff;

Mr. William F. Cloran, Assistant Attorney General, appearing on behalf of the Defendant.

JULIE S. CARROW
The Court Reporter
2M Marion County Courthouse
Salem, Oregon 97301

STIPULATION

(At said time and place the following stipulation was entered into between the attorneys present in behalf of the respective parties:)

IT IS HEREBY STIPULATED AND AGREED by and between the parties hereto, through their respective attorneys, that the deposition of EDWARD L. HARDT may be taken before Julie S. Carrow, a Notary Public for Oregon, at this time and place, on oral interrogatories, direct and cross, to be propounded to said witness as by law provided.

IT IS FURTHER STIPULATED AND AGREED that all irregularities as to notice of time and place and manner of taking said deposition are hereby waived, each party reserving the right to object at the time of trial to any question or answer as to the competency, relevancy or materiality thereof, but that objections as to the form of questions and responsiveness of answers must be made at the time of taking said deposition or shall be deemed to be waived.

PROCEEDINGS

EDWARD L. HARDT,

was ereupon called as a witness in behalf of the Plaintiff and, having been first duly sworn, was examined and testified as follows:

EXAMINATION

BY MR. MECHANIC:

Q. Mr. Hardt, my name's Gene Mechanic and I represent plaintiff, John Lund, who, in turn, represents an International Union of operating engineers, Local 701, and the lawsuit against the Oregon Department of Transportation and Highway Division relating to the refusal of the Department to release certified payrolls to Mr. Lund at his request. I would be asking you some questions relating to this lawsuit to see if you have any information which might assist me in learning more about the general practice of the Highway Division regarding the certified payrolls.

If any of my questions are unclear, you should ask me to clarify them or ask Mr. Cloran to assist you in any way possible.

The court reporter needs to take down everything you say, so if you could answer yes or no, for example, rather than nodding, I am sure she would appreciate that. Do you understand all of that?

A. Yes, I do.

Q. Are you familiar with this lawsuit at all?

A. Only vaguely.

Q. Now, what is your current position?

A. Metro Region Engineer for the Oregon State Highway Division.

Q. What are your duties?

A. I supervise the Highway Division people in the Metro Region of the Highway Division, the five counties around Portland, Clackamas, Washington, Hood River and Columbia county. I am responsible for highway activities in those five counties.

Q. Okay. The project manager for all projects within that jurisdiction would report directly to you?

A. No, I have two people on my staff, Allen Hardwood (phonetic) and Marion Kraft (phonetic) to whom the project managers report directly.

Q. How long have you been employed in your current job?

A. Since March of 1982.

Q. Well, what did you do before that?

A. Before that, I was Region Engineer in the same building, but I had slightly different responsibilities.

Q. What were those responsibilities?

A. At that time, we had two offices, two adminstrative offices in Portland. I had responsibilities for construction and maintenance in the area while the other office had the responsibility for preliminary work, designed planning work. Since '82, I have had both of those responsibilities.

Q. How long were you employed in the Region position?

A. Since February of 1974.

Q. Okay. And, before that?

A. Before then, I worked as Assistant Metro Engineer in the Gleasen Street office with responsibilities for bridge construction in the Portland area. The project managers reported directly to me in that position.

Q. I see. Can we go back before that?

A. I got that assignment in 1964. Prior to that, I was what we now know as project manager. In those days, they were called resident engineers.

Q. How many projects did you manage?

A. I have no way of recalling at this time. I was project manager from 1957 to '64, somewhere in the arena of 30 or 40.

Q. Did you work for the Department before 1957?

A. Yes, I started upon graduation from Oregon State College in 1952 in the field bridge construction on a bridge engineering crew.

Q. You had a degree in engineering?

A. Yes.

Q. Do you have any other degrees?

A. No -- Registered Professional Engineer in the State.

Q. In your capacity as the Metro Highway Engineer, do you get involved in any way with monitoring contracts or compliance with federal prevailing wage laws or state prevailing laws?

A. No, I don't.

Q. Is there someone in the Metro office whose job it is to make sure that those laws are being met?

A. No, that's delegated to the project manager's office.

Q. Okay. Is a project manager designated to take care of any problems that might arise without going to anyone in the Metro office for assistance or guidance with respect to certified payrolls?

A. I am not aware of any hard and fast rules that apply in that case. Generally, we assign a contract to a project manager to make sure that he -- that he sees that the contractors comply with all the regulations. Wage rate or wage compliance is one of many specifications involved. He is expected to carry those out, if he needs help, he comes to the region office or to the construction office in Salem, wherever the help is available.

Q. Well, if there are any problems with respect to a contract, is the Metro office there to assist different project managers?

A. Yes.

Q. If a project manager were to find that a contractor in fact was not paying wages in accordance with prevailing wage laws, would that information be forwarded to the Metro office?

A. Well, I guess you would have to ask the individual project managers, but generally, yes.

Q. Are you aware of any instances within your term at least as Metro Engineer where project managers have provided your office with information that a given contractor has not complied with prevailing wage laws?

A. No, I can't recall any instance like that.

Q. Okay. Do you know of any policies, rules, guidelines, either out of Salem or maybe even within your own region which establish the process by which project managers are to insure compliance with prevailing wage laws?

A. No.

Q. Do you know any meetings or discussions which your office has had with project managers on the method by which they are to monitor compliance with prevailing wage laws?

A. No. We have yearly workshops with project managers where all kinds of instructions are handed out; and, of course, there are individual contracts that are between Mr. Kraft and Mr. Hardwood and the project managers, but I am not personally aware of instructions, specific instructions like that.

Q. Do you know whether there are any specific project inspectors or other persons within a projects office whose primary responsibility it is to monitor compliance with prevailing wage laws?

A. I can't say that I am personally aware of individuals with that responsibility. I can assume that each project manager has designated someone to do that, but I am not aware of the specifics.

Q. Assuming that a project manager found that a contractor had misclassified an employee, for example, designated an employee as a laborer when, in fact, they did carpentry work and should have got a higher wage, what steps would that project manager be expected to take to deal with that kind of a problem?

A. I would expect him first to discuss it with the contractor and make sure that there really was the misclassification that you mentioned. In other words, was the individual -- were the facts correct that you stated. Then if they were, then he would request a contractor to correct the error.

Q. Would there be any attempt to determine whether or not the contractor's error was intentional or not?

A. You are asking me what another person would do, and I can't answer that, I don't know.

Q. Well, I am asking you to let me know whether you have any expectations as the Metro Highway Engineer as to what a project manager would do under your authority, what a project manager should do under your authority.

A. And, your question was -- would you state the question again.

Q. If, in fact, the project manager told you that a contractor in order to save money intentionally misclassified an employee, would you have any expectation as to -- let me withdraw that.

Assuming that that was the case, what would your direction to a project manager be as far as any further steps, if you think any at all are warranted?

A. Let me make sure I understand the situation. We have a belief -- or we believe that a contractor knowingly misrepresented or underpaid a workman.

Q. Correct.

A. And, you are asking me what I would expect the project manager to do about that?

Q. Or the Highway Division, whosever responsibility it is to review that kind of problem.

Q. I have never faced that question before. I really -- I would have to -- I guess I don't have a ready answer, except what I -- if I was faced with that question, I expect I would probably discuss it with our construction office to determine precedent, the Highway Division attitude about such things. Obviously, that is something that we would discourage or try to prevent. My not having been faced with that, I guess I don't have a firm answer how I would deal with that.

Q. Are you aware of specific systems that persons within the Highway -- within a given project manager's office take to monitor contractor compliance with prevailing wage laws?

A. No, I am not.

Q. In your yearly discussions or other discussions you may have had during the course of a year, is there any -- have there been any discussions about that specific task?

A. Not to my recollection.

Q. Okay. Can you give any estimate of the amount of time, the amount of man or woman power within a project manager's office that would be spent on dealing with monitoring contractor compliance with prevailing wage laws versus the many other duties that a project manager and his office staff perform?

A. No, I would have no way of estimating that.

Q. Do you have any estimate of, for example, the amount of time that a project manager or his staff perform in making certain that certain specifications in a contract are met?

A. Best I can tell you is most of their time, that is what they are there for.

Q. Most of their time? Maybe 80, 90, 85 percent or something?

A. I can't be that specific.

Q. Would you agree that reviewing line by line certified payrolls and going out to job sites talking to workers to see if they are doing the job they are classified under would be a small portion of the total time that a project manager and his office staff spend on their day-to-day work?

A. Yes, I would agree with that.

Q. Are contracts No. 9865 the Beaverton-Tigard Interchange, and 9953 the Sunset-Pacific project within your jurisdiction?

A. I am not familiar with the numbers of contracts. The first one you mention, what was the name of the first one?

Q. Beaverton-Tigard Interchange. I am not sure whether technically that is correct or not.

A. Yes, Beaverton-Tigard, we have a project at the Beaverton-Tigard Interchange with the Sunset Highway. The second project that you named, I believe, we would call that the Beaverton-Tigard highway project from the Sunset to the Pacific Highway. That is the best I can decipher that name.

Q. Those two, as you term them are within the Metro office?

A. Yes.

Q. Are you aware of any current criminal investigations going on with respect to work performed on those projects?

A. No, I am not.

Q. Are you familiar with certified payroll forms that contractors need to submit to project managers?

A. No.

Q. Have you ever seen those forms?

A. When I was a Resident Engineer, we received those, but that was 21 years ago, so I am not familiar with what the format looks like today.

Q. Last time you looked at one of those forms was 21 years ago?

A. Yes.

Q. Do you have any idea what information is contained in those forms?

A. Well, I would expect that there would be employee's names, Social Security Numbers, labor class -- that is, carpenter, whatever his classification is -- the number of hours that he worked and the period of time, and the amount of money that he earned.

Q. Do you know whether or not there is any information or not on those forms which under Division policy would be defined as a trade secret?

A. I am not familiar with -- no, I don't know what would fall under that category.

Q. Do you know whether or not there is any on those forms other than Division policy which would be considered information consisting of production records, sale of purchase records or cash records or similar business records of private concern or enterprise required by law to be submitted to or inspected by governmental bodies to allow it to determine fees or assessments payable or to establish production quotas?

A. I am sorry. You have lost me. Can you -- I hate to make you repeat that, but I am not sure what the question is.

Q. Well, do you know if there is any information on certified payrolls relating to production records, sale of purchase orders, cash records, any other kind of similar records?

A. No, I don't.

Q. Anything on those payrolls relating to fees or assessments payable or to establish production quotas?

A. No, I don't know.

Q. Do you know whether there is anything on those payroll records which under Division policy would be defined as personal information?

A. I am not familiar with what Division policy is regarding personal information, so I guess I don't know.

Q. Do you know whether there is any sort of guidelines with respect to who may look at those certified payrolls within the Division?

A. No, I don't know of any.

Q. I mean, if you wanted to go down to a project office and look at certified payrolls would there be anything to prohibit that?

A. I don't think so.

Q. If your secretary needed to check something and you wanted her to check something, do you know anything that would prohibit you from telling her to go down to the project office and look at those certified payrolls?

A. No.

Q. Do you know of any federal law, statutes, regulations or other kind of laws which prohibit the Division from providing certified payrolls to members of the public at my request?

A. I am not aware of any.

Q. Thank you. I have no further questions.

(Whereupon, the deposition was concluded at the time of 11:05 a.m.)

STATE OF OREGON)
(ss.
County of Marion)

I, Julie S. Carrow, do hereby certify that: At the time and place heretofore mentioned in the title of the foregoing matter I was a court reporter and a Notary Public in and for the STate of Oregon; that at said time and place I reported in stenotype all testimony adduced and proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direct supervision, and that the foregoing transcript is a true and accurate transcript of all such testimony adduced and proceedings had and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and notarial seal this [illegible] day of November 1985 in the City of Salem, County of Marion, State of Oregon.

Julie S. Carrow
Notary Public for Oregon
My Commission Expires: 10-28-89

9953

11-25-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as field supervisor for the International Union of the Department of Engineers Local No. 701, AFL-CIO, a labor organization,

Plaintiff,

vs.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

DEPOSITION OF FRED D. MILLER

BE IT REMEMBERED That, pursuant to stipulation of counsel for the respective parties, hereinafter set out, the deposition of FRED D. MILLER was taken before Julie S. Carrow, a Notary Public for Oregon, on November 7, 1985 at 11:20 a.m. at The Department of Justice, Justice Building, Salem, Oregon.

APPEARANCES

Mr. Gene B. Mechanic, Attorney at Law, appearing on behalf of the Plaintiff;

Mr. William F. Cloran, Assistant Attorney General, appearing on behalf of the Defendant.

JULIE S. CARROW
The Court Reporter
2M Marion County Courthouse
Salem, Oregon 97301

STIPULATION

(At said time and place the following stipulation was entered into between the attorneys present in behalf of the respective parties:)

IT IS HEREBY STIPULATED AND AGREED by and between the parties hereto, through their respective attorneys, that the deposition of FRED D. MILLER may be taken before Julie S. Carrow, a Notary Public for Oregon, at this time and place, on oral interrogatories, direct and cross, to be propounded to said witness as by law provided.

IT IS FURTHER STIPULATED AND AGREED that all irregularities as to notice of time and place and manner of taking said deposition are hereby waived, each party reserving the right to object at the time of trial to any question or answer as to the competency, relevancy or materiality thereof, but that objections as to the form of questions and responsiveness of answers must be made at the time of taking said deposition or shall be deemed to be waived.

PROCEEDINGS

FRED D. MILLER,

was thereupon called as a witness in behalf of the Plaintiff and, having been first duly sworn, was examined and testified as follows:

EXAMINATION

BY MR. MECHANIC:

Q. Mr. Miller, my name is Gene Mechanic and I represent John Lund, who is an employee of the International Union of operating engineers, Local 701, and there is a lawsuit now in Marion County Circuit Court regarding the Union's request under the Public Records law for receipt of the certified payrolls with respect to two projects, and that request was denied and the Union went ahead and filed an action. I am going to try to be real direct with you to see what you might know about this suit and about certified payroll monitoring, generally, and leave it at that.

If there are any questions that you have about what I mean by my questions, please ask me to clarify it or ask Mr. Cloran to assist you.

Yes or no answers are a lot better than nodding so the court reporter can take it down.

A. Fine.

Q Thank you. Are you familiar with the action I just described?

A. Yes. I should elaborate, yes, just because I am over here today and I was told why I am over here; I am not really familiar with the details of the action.

Q Were you involved at all in the decision to decline Mr. Lund's request for receipt of these particular certified payrolls?

A. No.

Q Were you involved at all in any decision by the Department of Transportation as to a policy matter declining request by members of the public for certified payrolls and on public works projects?

A. No is the best answer to that. I am groping for how I might be involved, and I was the one who signed an administrative instruction in 1979 as Assistant Director related to public records, so if that constitutes involvement, but in this specific case, no.

Q Let me just very quickly ask you what is your current job position, it is the Director of Department of Transportation?

A. That's correct.

Q And, I assume that encompasses so many things I wouldn't even ask you to describe that.

A. Six divisions.

Q Okay. Do you devote time specifically with dealing with the problems of given divisions as opposed to maybe more general organizational matters?

A. That is difficult. I try not to get into details of the various divisions since I have got division administrators to do that, so I deal more with tone, direction, policy, looking for revenue kinds of questions.

Q. If there was a general policy, whether it be in writing or not, that the division was going to establish with respect to saying that a certain kind of document would not be disclosable under the Public Records law, would you review that in any way?

A. I generally wouldn't. If it were departmental policy I would be involved, if it be a division, specific administrative instruction or directive, I generally wouldn't; and the more obvious cases, Motor Vehicles Division where there are numerous policies, procedures, instructions related to that, that I don't get involved in.

Q. Okay. With respect to this particular case, you don't recall getting involved with any decisions, specifically, on how to deal with certified payrolls which is a particular class of documents?

A. No.

Q. As far as public requests --

A. No, I wasn't.

Q. -- are you aware of anyone in the Department office itself as opposed to Division, who assisted in making that kind of a decision?

A. I am not. The closest I could come would be Bob Gormsen, who is part of the Department structure rather than a Division structure and commissions services. He may have passed through some of the records, he wouldn't have been involved in a decision so far as I would know.

Q. Is that G-O-R- --

A. G-O-R-M-S-E-N.

Q. Now, the instruction that you referred to in 1979, let me show you and see if whether this is it or not. Could you look at this document and tell me if, in fact, that is the instruction?

A. Yes.

Q. Do you recall the decision making process that went into enacting that instruction?

A. No, I really don't. It wasn't something that I initiated in that position, because someone says there is a need to get something out and I believe the need, as I think back, related to people working for records and our not having a policy on charging them, and some of these questions are very voluminous, and I believe that is what motivated it.

Q. You were director at that time?

A. Assistant Director.

Q. Assistant Director, that's right. How long have you been Director?

A. This is completing my fourth year at the end of this year.

Q. Were you employed by the Department before you were Assistant Director?

A. As an Assistant Director for three years.

Q. And, before your Assistant Director position, were you also employed by the Department?

A. Yes, but not immediately prior. I was Director of the Energy Department immediately prior.

Q. Were you ever project manager in Highway Division or anything like that?

A. No.

Q. Can I have the instruction, please.

A. Uh-huh.

Q. Are you aware of any administrative instructions specifically directed to monitoring contractor compliance with certified payrolls? -- I am sorry, with prevailing wage laws.

A. I am not. My suspiscion is that if there were those they wouldn't be a departmental one, it would be something to do with the Highway Division.

Q. Are you aware of any additional guidelines that the Department might have, or for that matter, I guess the Highway Division as to what the meaning of trade secret is for purposes of records exempt under your instruction?

A. No, I am not -- I don't know the fine points of that. I guess there's an area that I find it gets to be some judgment calls. I give lots of attention, again, to the Motor Vehicles Division more than others where it relates to public records to be released, yet if there is some privacy questions and it becomes confusing, I usually aim those at the Attorney General, and that's -- on that one, I don't have too much depth, I would aim that at the Attorney General.

Q. Okay. Are you aware of any criminal investigation or embezzitory information concerning projects 9865, the Beaverton-Tigard Interchange, and 9953 Sunset-Pacific Highway that is currently pending with respect to projects and contractors failure to comply with prevailing wage laws on those projects?

A. No is the answer, but I am trying to make sure I -- there is nothing that I am vaguely aware of. I am not involved in anything, and I can't recall anyone mentioning that.

Q. If there was actually an ongoing criminal investigation would -- with respect to any of your Division's work, would someone in your office, meaning the Director's office, be aware of that?

A. Not necessarily, but I suspect, generally, I think what would happen is that if there is something like that going on that someone would think that that is something that I should be -- I should know. I am sure I don't get all of them, I can think of a couple of things relating to criminal activity on the parts of my employees and the shops area, for example, that I may not hear about on the first part of the investigation but as it develops someone lets me know what's happening.

Q. Would you expect that at some point in the process you be made aware of a criminal investigation that involves something which your agency is dealing with?

A. Not a hundred percent. I think generally that tends to happen, but it is not something I have made a big point of, because it doesn't happen that often.

Q. There is no set rule that people are to report those things to you?

A. No.

Q. Is there any policy as to who in your office, if anyone other than yourself, should be informed of an ongoing criminal investigation?

A. No.

Q. Are you aware of any criminal investigations that have ever been performed with respect to contractor compliance with prevailing wage laws during your tenure with the Department of Transportation?

A. I don't believe so. It seems to me that I have heard of some investigations relating to DBE's. For example, I am not aware that this is the issue, but I don't know many of the details.

Q. You also note that records which are exempt from disclosure consist of examination data used in licensing employment or academic examinations if the exam has not been given or will be used again. That sounds like that has nothing to do with certified payrolls.

A. I would concur.

Q. Business records of a private concern is another item which you note may be exempt. Are there any ground rules as to what those kinds of documents encompass?

A. I am not aware of the ground rules. Again, that is one where I guess I am sufficiently confused that I frequently would work for the assistance of the Attorney General's advice on what is private concern.

Q. Are you aware of any federal laws or regulations which prohibit the disclosure of certified payrolls that you receive, the Highway Division receives?

A. I am really not familiar with the provisions of the federal law on that. I suspect that there are some ground rules laid out, whether it is statutory or by rule related to it, but I am not familiar with that.

Q. Are you generally aware of the particular process that employees of the Highway Division go through to monitor contracto compliance with prevailing wage laws?

A. To say generally aware or not, I would take -- I am really not very aware.

Q. Is there anyone in your office who is supposed to keep tabs on those kinds of duties of the Highway Division employees?

A. No. I generally -- my philosophy would be that would be a Division responsibility.

Q. Now, in this case the Department of Transportation declined to provide an individual with copies of certified payrolls, are you aware of which person within the Department would ultimately have to approve that decision?

A. I am trying to be responsive, and I will grope with "ultimately approved". Probably there is a chain of command, depending on how much the wheel is squeaking, I guess my suspiscion is Brian Jockman (phonetic), or maybe someone working for him would do something with it. If for whatever reason it was a problem, it would go to Chuck Fredricks, Pat Schwartz, Larry Rulien, there is a chain, and if it were really at some stage, one of those people may choose to say, let's check with the Attorney General, and it may never get to Rulien, Schwartz, Fredricks. My suspiscion is Fredricks is a stop there, given that he is a construction engineer.

Q. Okay. Well, in this case, we are dealing with a refusal to supply a certain kind of document that comes into all project manager's offices for all of the projects that the Highway Division is involved in as opposed to maybe a particular

Motor Vehicle record, that kind of thing.

A. Uh-huh.

Q. Do you understand that?

A. Uh-huh.

Q. Would you accept that a decision to decline to release that general kind of document would ultimately have to be approved by one of the persons higher up in the Division?

A. I would not be surprised if a project manager would respond to a -- if project managers, given the number of them and the different backgrounds, if they would not respond to that in different ways, depending on how a request came, depending on what the power of guidance is at that Department. If it becomes a policy question, as I suspect it did, I guess I would suspect that Chuck Fredricks would discuss that with Jack Sollis as Assistant Attorney General. That is my expectation. Another route would go to Pat Schwartz, but I think it would probably get to that level. You are requesting me to speculate, and I guess I am speculating a bit.

Q. Well, would you want to establish a policy whereas -- a consistent policy with respect to dealing with documents which come into every single project office in the state as far as whether that document is supposed to be disclosed?

A. Whether policy -- that term of art there I am not sure. I think there should be some consistent direction to our offices, and I can understand if there is not some kind of direction established if the question hasn't come up. Once it comes up, I suspect that is what it leads us to.

Q I think that's all the questions I have, thank you.

MR. CLORAN: I have nothing.

(Whereupon, the deposition was then concluded at the time of 11:35 a.m.)

STATE OF OREGON)
(ss.
County of Marion)

I, Julie S. Carrow, do hereby certify that: At the time and place heretofore mentioned in the title of the foregoing matter I was a court reporter and a Notary Public in and for the State of Oregon; that at said time and place I reported in stenotype all testimony adduced and proceedings had in the foregoing matter; that thereafter my notes were reduced to typewriting under my direct supervision, and that the foregoing transcript is a true and accurate transcript of all such testimony adduced and proceedings had and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and notarial seal this [illegible] day of November 1985 in the City of Salem, County of Marion, State of Oregon.

Julie S. Carrow
Notary Public for Oregon
My Commission Expires: 10-28-89

7955

11-5-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 MOTION AND ORDER FOR EXTENSION OF TIME TO RESPOND TO SUMMARY JUDGMENT MOTION

Plaintiff hereby moves for an order extending the time by which it must respond to defendant's motion for summary judgment until December 20, 1985, which it received on November 4, 1985.

This motion is based upon the attached affidavit of Gene Mechanic, attorney for plaintiff.

Respectfully submitted,

GOLDBERG, MECHANIC & GOLDSTEIN

By Gene B. Mechanic
Gene B. Mechanic, OSB #77054
Of Attorneys for Plaintiff

SO STIPULATED:

____
William F. Cloran
Asistant Attorney General

IT IS SO ORDERED:

____
Circuit Court Judge

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as)
Field Supervisor for the)
INTERNATIONAL UNION OF OPERATING) No.
ENGINEERS LOCAL NO. 701,)
AFL-CIO, a Labor Organization,) AFFIDAVIT
)
Plaintiff,)
v.)
)
)
THE STATE OF OREGON, DEPARTMENT)
OF TRANSPORTATION,)
)
Defendant.)

STATE OF OREGON)
) ss.
County of Multnomah)

I, GENE B. MECHANIC, being first duly sworn, do depose and say as follows:

1. I am an attorney duly admitted to practice before this court and represent the plaintiff herein. I submit this affidavit in support of a motion extending the time by which plaintiff must respond to defendant's motion for summary judgment until December 20, 1985. Plaintiff plans to file a cross motion for summary judgment along with an amended complaint. However, before the cross motion is filed, I wish to complete depositions of employees of the Department of Transportation. I have already taken four depositions and the next one is scheduled for November 12th. I plan to have those depositions transcribed for inclusion in plaintiff's cross motion for summary judgment. I also am progressing with an evaluation of documents provided to me by the

defendant pursuant to plaintiff's discovery request. This review needs to be completed before plaintiff's cross motion is filed. For the convenience of the court and counsel, I believe that the parties' respective motions for summary judgment should be heard together. It would not make sense for plaintiff to submit an opposing statement to defendant's motion for summary judgment without bringing all the issues to the court for a final resolution of this case.

2. Most importantly, my schedule over the next several weeks prevents me from devoting necessary time to file plaintiff's cross motion before December 20th. I have a meeting in Seattle on November 12th, immediately after the deposition in this case, and have a public employment factfinding hearing on November 14th, both of which will require preparation throughout that week. On November 16th, I will be leaving for Honolulu to attend the conference of the International Foundation of Employee Benefit Plans and will not return until November 24th. During the following two weeks, I will need to devote considerable time and preparation for an oral argument in the United States Supreme Court scheduled for December 10th (Whitley v. Albers, 84-1077). I will be in Washington, D.C. during the entire week of December

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9th performing other business in addition to arguing the Supreme Court case.

Gene B. Mechanic
GENE B. MECHANIC

SUBSCRIBED AND SWORN to before me this 6th day of November, 1985.

Sherrill D. Baker
Notary Public for Oregon
My Commission Expires: 7-22-88

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing MOTION AND ORDER FOR EXTENSION OF TIME TO RESPOND TO SUMMARY JUDGMENT MOTION and AFFIDAVIT on the following attorney on the _____ day of November 1985, by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's last known address, and deposited in the post office at Portland, Oregon, on said day:

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

GOLDBERG, MECHANIC & MECHANIC

By Gene B. Mechanic
GENE B. MECHANIC, OSB # 77054
Of Attorneys for Plaintiff

9953

November 6, 1985

Robert M. Gregg
Attorney at Law
700 N. Devine Road
Vancouver, WA 98661

CON 5
#9865 and #9953

This will acknowledge your letter of October 21, 1985, on behalf of Case Power and Equipment filing claims against the following Highway Division contracts:

FILED BY: Case Power and Equipment

AMOUNT: $15,108.14 (plus late charges and interest)

FOR: Leased equipment

AGAINST: Roadway Constructors Corporation and R. A. Hatch Co., a JV

CONTRACT NO.: 9953

PROJECT: Jct. Sunset Highway-Jct. Pacific Hwy. Section, Beaverton-Tigard Highway, Washington County

CONTRACT NO.: 9865

PROJECT: Beaverton-Tigard Highway Interchange Section, Sunset Highway, Washington County

SURETY: The American Insurance Company

AGENT: Corroon and Black

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Roadway Constructors Corp.
& R. A. Hatch Co., a JV
P.O. Box 6179
Bend, OR 97708

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond

FKN:arc

NOTED ON CARD
11-6-85 ae

Robert M. Gregg
Attorney At Law
700 N. Devine Rd.
Vancouver, WA 98661
(206) 694-6505

Admitted to Practice in
Washington and Oregon

October 21, 1985

Mr. Robert Gormsen
Manager, Commission Services
Room 121, Transportation Building
Salem, Oregon 97310

Re: Case Power & Equipment v. R. A. Hatch
State Contract Nos. 9865 and 9953

Dear Mr. Gormsen:

This firm represents Case Power & Equipment, which leased certain equipment to R. A. Hatch Co. pursuant to Rental Purchase Contract No. 01816 dated July 30, 1985, a copy of which is attached. That Contract provides for payments of $5,000.00 per month payable upon receipt of invoices from Case Power & Equipment. Three (3) invoices have been submitted by Case Power & Equipment, none of which have been paid. As of October 11, 1985, R. A. Hatch Co. was indebted to Case Power & Equipment with respect to the Contract in the total amount of $15,108.14, including late charges and interest through that date only.

I have been advised by Case Power & Equipment that the equipment has been and is being used by R. A. Hatch Co. at State construction projects at the Beaverton/Tigard highway interchange, Contract No. 9865, and/or on the Highway 217 project, Contract No. 9953. I would therefore appreciate your preparing the appropriate notices to preserve the right of Case Power & Equipment to proceed against the bonds filed by the general contractors in conection with the foregoing contracts.

If you have any questions concerning the foregoing, please feel free to contact me.

Sincerely,

Roger Jay Sharp

ROGER JAY SHARP

RJS:fs
cc:Case Power & Equipment Co.

RECEIVED
OCT 22 1985
COMMISSION SERVICES
DEPARTMENT OF T

9753

November 4, 1985

Mr. Gene Mechanic
Attorney at Law
200 Alder Park Building
808 S.W. Alder Street
Portland, Oregon 97205

Re: John Lund v. State of Oregon

Dear Gene:

Received your letter dated October 30. I believe it crossed in the mail with mine of the same date. As I understood your request, you wanted to depose a member of the Compliance Unit and either Bryant Jackmond or Chuck Fredrickson, whoever was more knowledgeable concerning wage rate enforcement. The deponents I have scheduled for Salem are Mr. John Widmer of the Labor Compliance Unit and Mr. Jackmond.

As I also previously mentioned, Mr. Bartel will be available in Portland on November 12. Mr. Jones is out of the country and will not be available until sometime after November 13. As promised, I have reserved rooms in Portland and in Salem for the deposition dates and scheduled both depositions series to commence at 9:30 a.m. As I understand it, you will furnish the reporter. If I am in error, please let me know.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

9953

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as)
Field Supervisor for the)
INTERNATIONAL UNION OF OPERATING)
ENGINEERS LOCAL NO. 701,)
AFL-CIO, a Labor Organization,) No. 85-1962
)
Plaintiff,)
) AFFIDAVIT OF
v.) DAVID L. JONES
)
THE STATE OF OREGON, DEPARTMENT)
OF TRANSPORTATION,)
)
Defendant.)

STATE OF OREGON)
)
County of Multnomah)

The affiant being duly sworn deposes and says:

I, David L. Jones, am an engineer employed by the Highway Division of the Oregon State Department of Transportation. I was designated as project manager on Contract No. 9953, also known as the Sunset/Pacific Highway project, and have overall responsibility for receiving and maintaining documentation including labor compliance information on that contract.

I have examined the contract and the records in my possession concerning it. The contract was a part of the Federal Aid to Highway grant program, and wages paid on it were regulated by the Davis Bacon Act (40 USC 276a).

In my capacity as project manager, I received certified payrolls from the general contractor on U.S. Government Printing Office Form WH47 or a facsimile thereof.

I received no payroll data under ORS 279.354. The "pink sheets" in the contract, copies of which are attached hereto as Exhibit A, contain the wage rate requirements and clearly identify the federal provisions as being applicable to this contract. No wage rate information under ORS 279.354 was requested or submitted, and none is contained in the records of the job.

To my knowledge, no request has been made to FHWA under the Freedom of Information Act to release the Davis Bacon payrolls.

The affiant says no more.

DAVID L. JONES

Subscribed and sworn to before me this 31 day of October, 1985.

Notary Public for Oregon
My Commission Expires: 4-26-86

CERTIFICATE OF SERVICE

I hereby certify that on the 1st day of ~~October~~ NOVEMBER, 1985, I served a true copy of the within Motion for Summary Judgment and supporting Memorandum of Law which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Gene B. Mechanic
Goldberg & Mechanic
Attorneys at Law
200 Alder Park Building
808 S.W. Alder Street
Portland, Oregon 97205

William F. Cloran
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

Page

9953

11-21-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization, Plaintiff, v. THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 85-1962 AFFIDAVIT OF WALTER BARTELLS

STATE OF OREGON)
)
County of Multnomah)

The affiant being duly sworn deposes and says:

I, Walter Bartells, am an engineer employed by the Highway Division of the Oregon State Department of Transportation. I was designated as project manager on Contract No. 9865, also known as Beaverton-Tigard Interchange, and have overall responsibility for receiving and maintaining documentation including labor compliance information on that contract.

I have examined the contract and the records in my possession concerning it. The contract was a part of the Federal Aid to Highway grant program, and wages paid on it were regulated by the Davis Bacon Act (40 USC 276a).

In my capacity as project manager, I received certified payrolls from the general contractor on U.S. Government Printing Office Form WH47 or a facsimile thereof.

I received no payroll data under ORS 279.354. The "pink sheets" in the contract, copies of which are attached hereto as Exhibit A, contain the wage rate requirements and clearly identify the federal provisions as being applicable to this contract. No wage rate information under ORS 279.354 was requested or submitted, and none is contained in the records of the job.

To my knowledge, no request has been made to FHWA under the Freedom of Information Act to release the Davis Bacon payrolls.

The affiant says no more.

Walter Bartell
WALTER BARTELLS

Subscribed and sworn to before me this 31 day of October, 1985.

Teri L. Clark
Notary Public for Oregon
My Commission Expires: 7-11-89

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REQUIRED CONTRACT PROVISIONS
FEDERAL-AID CONSTRUCTION CONTRACTS
(EXCLUSIVE OF CERTIFICATION ACCEPTANCE AND APPALACHIAN CONTRACTS)

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I. APPLICATION

1. These contact provisions shall apply to all work performed on the contract by the contractor with his own organizaion and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piecework, station work or by subcontract.

2. The contractor shall insert in each of his subcontracts all of the stipulations contained in these Required Contract Provisions and also a clause requiring his subcontractors to include these Required Contract Provisions in any lower tier subcontracts which they may enter into, together with a clause requiring the inclusion of these provisions in any further subcontracts that may in turn be made. The Required Contract Provisions shall in no instance be incorporated by reference.

3. A breach of any of the stipulations contained in these Required Contract Provisions may be grounds for termination of the contract.

4. A breach of the following clauses may also be grounds for debarment as provided in 29 CFR 5.6(b):

Section 1, paragraph 2:
Section IV, paragraphs 1, 2,3, 5 and 7;
Section V, paragraphs 1, 5a, 5b, and 5d

II. EQUAL OPPORTUNITY

1. Selection of Labor:

During the performance of this contract, the contractor shall not discriminate against labor from any other State, possession or territory of the United States.

2. Employment Practices:

During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contract will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, or national origin.

c. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractors commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations (41 CFR, Part 60) and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally-assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 196, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however*, that in the event a contractor becomes involved in, or in threatened with litigation with a subcontractor or vendor as a result of such direction by the Federal Highway Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

3. Selection of Subcontractors, Procurement of Materials, and Leasing of Equipment:

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

a. Compliance With Regulations: The contractor shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

b. Nondiscrimination: The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

c. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, sex or national origin.

d. Information and Reports: The contractor shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by the State highway department or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the State highway department, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the State highway department shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) withholding of payments to the contractor under the contract until the contractor complies, and/or

(2) cancellation, termination or suspension of the contract, in whole or in part.

f. Incorporation of Provisions: The contractor shall include the provision of this paragraph 3 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontractor or procurement as the State highway department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the State highway department to enter into such litigation to protect the interests of the State, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

III. NONSEGREGATED FACILITIES

(Applicable to Federal-aid construction contracts and related subcontracts exceeding $10,000 which are not exempt from the Equal Opportunity clause.)

By submission of this bid, the execution of this contract or subcontract, or the consummation of this material supply agreement, as appropriate, the bidder, Federal-aid construction contractor, subcontractor, or material supplier, as appropriate, certifies that he does not maintain or provide for his employees any segregated facilities at any of his establishments, and that he does not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He certifies further that he will not maintain or provide for his employees any segregated facilities at any of his establishments, and that he will not permit his employees to perform their services at any location, under his control, where segregated facilities are maintained. He agrees that a breach of this certification is a violation of the Equal Opportunity clause in this contract. As used in this certification, the term "segregated facilities" means any waiting rooms, work areas, restrooms and washrooms, restaurants and other eating areas, timeclocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees which are segregated by explicit directive or are in fact segregated on the basis of race, creed, color, or national origin, because of habit, local custom, or otherwise. He agrees that (except where he has obtained identical certifications from proposed subcontractors and material suppliers for specific time periods), he will obtain identical certification from proposed subcontractors or material suppliers prior to the award of subcontracts or the consummation of material supply agreements, exceeding $10,000 which are not exempt from the provisions of the Equal Opportunity clause, and that he will retain such certifications in his files.

IV. PAYMENT OF PREDETERMINED MINIMUM WAGES

1. General

All mechanics and laborers employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by regulations issued by the Secretary of Labor under the Copeland Act (29 CFR, Part 3)), the full amounts due at time of payment computed at wage rates not less than those contained in the wage determination decision of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the contractor and such laborers and mechanics; and the wage determination decision shall be posted by the contractor at the site of the work in a prominent place where it can be easily seen by the workers. For the purpose of this clause, contributions made or costs reasonably anticipated under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of Section IV, paragraph 3b, hereof. Also for the purpose of this clause, regular contributions made or costs incurred for more than a weekly period under plans, funds, or programs, but covering the particular weekly period, are deemed to be constructively made or incurred during such weekly period.

2. Classification:

a. The State highway department contracting officer shall require that any class of laborers or mechanics, including apprentices and trainees, which is not listed in the wage determination and which is to be employed under the contract, shall be classified or reclassified conformably to the wage determination, and a report of the action taken shall be sent by the State highway department contracting officer to the Secretary of Labor.

b. In the event the interested parties cannot agree on the proper classification or reclassification of a particular class of laborers and mechanics, including apprentices and trainees, to be used, the question accompanied by the recommendation of the State highway department contracting officer shall be referred to the Secretary for final determination.

3. Payment of Fringe Benefits:

a. The State highway department contracting officer shall require, whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly wage rate and the contractor is obligated to pay a cash equivalent of such a fringe benefit, an hourly cash equivalent thereof to be established. In the event the interested parties cannot agree upon a cash equivalent of the fringe benefit, the question, accompanied by the recommendation of the contracting officer, shall be referred to the Secretary of Labor for determination.

b. If the contractor does not make payments to a trustee or other third person, he may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing benefits under a plan or program of a type expressly listed in the wage determination decision of the Secretary of Labor which is a part of this contract: *Provided, however,* the Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

4. Payment of Excess Wages:

While the wage rates shown are the minimum rates required by the contract to be paid during its life, this is not a representation that labor can be obtained at these rates. No increase in the contract price shall be allowed or authorized on account of the payment of wage rates in excess of those listed herein.

5. Apprentices and Trainees (Programs of Department of Labor):

a. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training, or with a State Apprenticeship Agency recognized by the Bureau, or if a person is employed in his first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen in any craft classification shall not be greater than the ratio permitted to the contractor as to his entire work force under the registered program. Any employee listed on a payroll at an apprentice wage rate, who is not a trainee as defined in 29 CFR 5.2(c)(2) or is not registered or otherwise employed as stated above, shall be paid the wage rate determined by the Secretary of Labor for the classification of work he actually performed. The contractor or subcontractor will be required to furnish to the State highway agency or to a representative of the Wage-Hour Division of the U.S. Department of Labor written evidence of the registration of his program and apprentices as well as the appropriate ratios and wage rates (expressed in percentages of the journeyman hourly rates), for the area of construction prior to using any apprentices on the contract work. The wage rate paid apprentices shall be not less than the appropriate percentage of the journeyman's rate contained in the applicable wage determination.

b. Trainees, except as provided in 29 CFR 5.15, will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification, by the U.S. Department of Labor, Manpower Administration, Bureau of Apprenticeship and Training. The ratio of trainees to journeymen shall not be greater than permitted under the plan approved by the Bureau of Apprenticeship and Training. Every trainee must be paid at not less than the rate specified in the approved program for his level of progress. Any employee listed on the payroll at a trainee rate who is not registered and participating in a training plan approved by the Bureau of Apprenticeship and Training shall be paid not less than the wage rate determined by the Secretary of Labor for the classification of work he actually performed. The contractor or subcontractor will be required to furnish the State highway agency or a representative of the Wage-Hour Division of the U.S. Department of Labor written evidence of the certification of his program, the registration of the trainees, and the ratios and wage rates prescribed in that program. In the event the Bureau of Apprenticeship and Training withdraws approval of a training program, the contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

c. The utilization of apprentices, trainees and journeymen shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

6. Apprentices and Trainees (Programs of Department of Transportation):

Apprentices and trainees working under apprenticeship and skill training programs which have been certified by the Secretary of Transportation as promoting equal employment opportunity in connection with Federal-aid highway construction programs are not subject to the requirements of Section IV, paragraph 5 above. The straight time hourly wage rates for apprentices and trainees under such programs will be established by the particular programs.

7. Overtime Requirements:

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers, mechanics, watchmen or guards (including apprentices and trainees described in paragraphs 5 and 6 above) shall require or permit any laborer, mechanic, watchman or guard in any workweek in which he is employed on such work, to work in excess of eight hours in any calendar day or in excess of forty hours in such workweek unless such laborer, mechanic, watchman or guard receives compensation at a rate not less than one and one-half times his basic rate of pay for all hours worked in excess of eight hours in any calendar day or in excess of forty hours in such workweek, as the case may be.

8. Violation: liability for unpaid wages; liquidated damages:

In the event of any violation of the clause set forth in paragraph 7, the contractor and any subcontractor responsible therefore shall be liable to any affected employee for his unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer, mechanic, watchman or guard employed in violation of the clause set forth in paragraph 7, in the sum of $10 for each calendar day on which such employee was required or permitted to work in excess of eight hours or in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph 7.

9. Withholding for unpaid wages:

The State highway department contracting officer may withhold or cause to be withheld from the contractor so much of the accrued payments or advances as may be considered necessary to pay laborers, mechanics (including apprentices and trainees) watchmen, or guards employed by the contractor or any subcontractor on the work the full amount of wages required by the contract. In the event of failure to pay any laborer, mechanic, (including apprentices and trainees) watchman or guard employed or working on the site of the work, all or part of the wages required by the contract, the State highway department contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

10. Withholding for liquidated damages:

The State highway department contracting officer may withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor, such sums as may administratively be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for liquidated damages as provided in the clause set forth in paragraph 8.

V. STATEMENTS AND PAYROLLS

1. Compliance with Copeland Regulation (29 CFR, Part 3):

The contractor shall comply with the Copeland Regulations (29 CFR, Part 3) of the Secretary of Labor which are herein incorporated by reference.

2. Weekly statement:

Each contractor or subcontractor shall furnish each week a statement to the State highway department resident engineer with respect to the wages paid each of its employees, (including apprentices and trainees described in Section IV, paragraphs 5 and 6, and watchmen and guards) engaged on work covered by the Copeland Regulations during the preceding weekly payroll period. The statement shall be executed by the contractor or subcontractor or by an authorized officer or employee of the contractor or subcontractor who supervises the payment of wages. Contractors and subcontractors must use the certification set forth on U.S. Department of Labor Form WH-348, or the same certification appearing on the reverse of Optional U.S. Department of Labor Form WH-347, or on any form with identical wording.

3. Final labor summary:

The contractor and each subcontractor shall furnish, upon the completion of the contract, a summary of all employment, indicating, for the completed project, the total hours worked and the total amount earned. This data shall be submitted to the State highway department resident engineer on Form PR-47 together with the data required in Section VI, hereof, relative to materials and supplies. The provisions of this paragraph are not applicable to contracts for secondary highways or contracts financed solely with funds provided by the Highway Beautification Act of 1965, as amended.

4. Final certificate:

Upon completion of the contract, the contractor shall submit to the State highway department contracting officer, for transmission to the Federal Highway Administration with the voucher for final payment for any work performed under the contract, a certificate concerning wages and classifications for laborers, mechanics, watchmen and guards employed on the project, in the following form:

* * * *

The undersigned, contractor on

____

(Project No.)

hereby certifies that all laborers, mechanics, apprentices, trainees, watchmen and guards employed by him or by any subcontractor performing work under the contract on the project have been paid wages at rates not less than those required by the contract provisions, and that the work performed by each such laborer, mechanic, apprentice or trainee conformed to the classifications set forth in the contract or training program provisions applicable to the wage rate paid.

Signature and title ________________________________

* * * *

5. Payrolls and payroll records:

a. Payrolls and basic records relating thereto will be maintained during the course of the work and preserved for a period of three years thereafter for all laborers, mechanics, apprentices, trainees, watchmen and guards working at the site of the work.

b. The payroll records shall contain the name, social security number and address of each such employee, his correct classification, rates of pay (including rates of contributions or costs anticipated of the types described in section 1(b)(2) of the Davis-Bacon Act), daily and weekly number of hours worked, deductions made and actual wages paid. Whenever the Secretary of Labor, pursuant to Section IV, paragraph 3b, has found that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the contractor shall maintain records which show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and records which show the costs anticipated or the actual costs incurred in providing such benefits.

c. The payrolls shall contain the following information:

(1) The employee's full name, address and social security number. (The employee's full name and social security number need only appear on the first payroll on which his name appears. The employee's address need only be shown on the first submitted payroll on which the employee's name appears, unless a change of address necessitates a submittal to reflect the new address.)

(2) The employee's classification.

(3) Entries indicating the employee's basic hourly wage rate and, where applicable, the overtime hourly wage rate. The payroll should indicate separately the amounts of employee and employer contributions to fringe benefit funds and/or programs. Any fringe benefits paid to the employee in cash must be indicated. There is no prescribed or mandatory form for showing the above information on payrolls.

(4) The employee's daily and weekly hours worked in each classification, including actual overtime hours worked (not adjusted).

(5) The itemized deductions made and

(6) The net wages paid.

d. The contractor will submit weekly a copy of all payrolls to the State highway department resident engineer. The copy shall be accompanied by a statement signed by the employer or his agent indicating that the payrolls are correct and complete, that the wage rates contained therein are not less than those determined by the Secretary of Labor and that the classifications set forth for each laborer or mechanic conform with the work he performed. Submission of a weekly statement which is required under this contract by Section V, paragraph 2, and the Copeland Regulations of the Secretary of Labor (29 CFR, Part 3) and the filing with the initial payroll or any subsequent payroll of a copy of any findings by the Secretary of Labor pursuant to Section IV, paragraph 3b, shall satisfy this requirement. The prime contractor shall be responsible for the submission of copies of payrolls of all subcontractors. The contractor will make the records required under the labor standards clauses of the contract available for inspection by authorized representatives of the State highway department, the Federal Highway Administration and the Department of Labor, and will permit such representatives to interview employees during working hours on the job.

e. The wages of labor shall be paid in legal tender of the United States, except that this condition will be considered satisfied if payment is made by negotiable check, on a solvent bank, which may be cashed readily by the employee in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payment, the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.

f. No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.

g. No laborers shall be charged for any tools used in performing their respective duties except for reasonably avoidable loss or damage thereto.

h. Every employee on the work covered by this contract shall be permitted to lodge, board and trade where and with whom he elects and neither the contractor nor his agents, nor his employees shall, directly or indirectly, require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

i. No charge shall be made for any transportation furnished by the contractor, or his agents, to any person employed on the work.

j. No individual shall be employed as a laborer or mechanic on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks, or other equipment from individuals.

VI. RECORD OF MATERIALS, SUPPLIES AND LABOR

1. The provisions in this section are applicable to all contracts except contracts for secondary highways and contracts financed solely with funds provided by the Highway Beautification Act of 1965, as amended.

2. The contractor shall maintain a record of the total cost of all materials and supplies purchased for and incorporated in the work, and also of the quantities of those specific materials and supplies listed on Form PR-47 and in the units shown. Upon completion of the contract, this record, together with the final labor summary required in Section V, paragraph 3, hereof, shall be transmitted to the State highway department resident engineer for the project on Form PR-47 in accordance with instructions attached thereto, which will be furnished for this purpose upon request. The quantities for the listed items shall be reported separately for roadway and for structures over 20 feet long as measured along the centerline of the roadway.

3. The contractor shall become familiar with the list of specific materials and supplies contained in Form PR-47 prior to the commencement of work under this contract. Any additional materials information required will be solicited through revisions of Form PR-47 with attendant explanations.

4. Where subcontractors are involved the contractor shall submit either a single report covering work both by himself and all his subcontractors, or he may submit separate reports for himself and for each of his subcontractors.

VII. SUBLETTING OR ASSIGNING THE CONTRACT

1. The contractor shall perform with his own organization contract work amounting to not less than 50 percent of the original total contract price, except that any items designated by the State as "Specialty Items" may be performed by subcontract and the amount of any such "Specialty Items" so performed may be deducted from the original total contract price before computing the amount of work required to be performed by the contractor with his own organization.

a. "His own organization" shall be construed to include only workmen employed and paid directly by the prime contractor and equipment owner or rented by him, with or without operators.

b. "Specialty Items" shall be construed to be limited to work that requires highly specialized knowledge, craftsmanship or equipment not ordinarily available in contracting organizations qualified to bid on the contract as a whole and in general are to be limited to minor components of the overall contract.

2. In addition to the 50 percent requirement set forth in paragraph 1 above, the contractor shall furnish (a) a competent superintendent or foreman who is employed by him, who has full authority to direct performance of the work in accordance with the contract requirements, and who is in charge of all construction operations (regardless of who performs the work), and (b) such other of his own organizational capability and responsibility (supervision, management, and engineering services) as the State highway department contracting officer determines is necessary to assure the performance of the contract.

3. The contract amount upon which the 50 percent requirement set forth in paragraph 1 is computed includes the cost of materials and manufactured products which are to be purchased or produced by the contractor under the contract provisions.

4. Any Items that have been selected as "Specialty Items" for the contract are listed as such in the Special Provisions, bid schedule, or elsewhere in the contract documents.

5. No portion of the contract shall be sublet, assigned or otherwise disposed of except with the written consent of the State highway department contracting officer, or his authorized representative, and such consent when given shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract. Request for permission to sublet, assign, or otherwise dispose of any portion of the contract shall be in writing and accompanied by (a) a showing that the organization which will perform the work is particularly experienced and equipped for such work, and (b) an assurance by the contractor that the labor standards provisions set forth in this contract shall apply to labor performed on all work encompassed by the request.

VIII. SAFETY; ACCIDENT PREVENTION

In the performance of this contract, the contractor shall comply with all applicable Federal, State and local laws governing safety, health and sanitation. The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions, on his own responsibility, or as the State highway department contracting officer may determine, reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.

It is a condition of this contract, and shall be made a condition of each subcontract entered into pursuant to this contract, that the contractor and any subcontractor shall not require any laborer or mechanic employed in performance of the contract to work in surroundings or under working conditions which are unsanitary, hazardous, or dangerous to his health or safety, as determined under construction safety and health standards (Title 29, Code of Federal Regulations, Part 1926, formerly Part 1518, as revised from time to time), promulgated by the United States Secretary of Labor, in accordance with Section 107 of the Contract Work Hours and Safety Standards Act (83 Stat. 96).

IX. FALSE STATEMENTS CONCERNING HIGHWAY PROJECTS

In order to assure high quality and durable construction in conformity with approved plans and specifications and a high degree of reliability on statements and representations made by engineers, contractors, suppliers, and workers on Federal-aid highway projects, it is essential that all persons concerned with the project perform their functions as carefully, thoroughly, and honestly as possible. Willful falsification, distortion, or misrepresentation with respect to any facts related to the project is a violation of Federal law. To prevent any misunderstanding regarding the seriousness of these and similar acts, the following notice shall be posted on each Federal-aid highway project in one or more places where it is readily available to all personnel concerned with the project:

* * * *

NOTICE TO ALL PERSONNEL ENGAGED ON FEDERAL-AID HIGHWAY PROJECTS

Title 18, United States Code, Section 1020, reads as follows:

"Whoever, being an officer, agent, or employee of the United States, or of any State or Territory, or whoever, whether a person, association, firm, or corporation, knowingly makes any false statement, false representation, or false report as to the character, quality, quantity, or cost of the material used or to be used, or the quantity or quality of the work performed or to be performed, or the costs thereof in connection with the submission of plans, maps, specifications, contracts, or costs of construction on any highway or related project submitted for approval to the Secretary of Transportation; or

"Whoever knowingly makes any false statement, false representation, false report, or false claim with respect to the character, quality, quantity, or cost of any work performed or to be performed, or materials furnished or to be furnished, in connection with the construction of any highway or related project approved by the Secretary of Transportation; or

"Whoever knowingly makes any false statement or false representation as to a material fact in any statement, certificate, or report submitted pursuant to provi[illegible] of the Federal-Aid Road Act approved July 1, 1916 (39 Stat. 355), as amended and supplemented;

"Shall be fined not more than $10,000 or imprisoned not more than five years, or both."

X. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000)

1. The contractor stipulates that any facility to be utilized in the performance of this contract, unless such contract is exempt under the Clean Air Act, as amended (42 U.S.C. 1857 et seq., as amended by Pub. L. 91-604), and under the Federal Water Pollution Control Act, as amended (33 U.S.C. 1251 et seq., as amended by Pub. L. 92-500), Executive Order 11738, and regulations in implementation thereof (40 C.F.R., Part 15), is not listed, on the d[illegible] of contract award, on the U.S. Environmental Protection Agency, (EPA) List of Violating Facilities Pursuant to 40 C.F.R. 15.20.

2. The contractor agrees to comply with all the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act and all regulations and guidelines listed thereunder.

3. The contractor shall promptly notify the State highway department of the receipt of any communication from the Director, Office of Federal Activities, EPA, indicating that a facility to be utilized for the contract is under consideration to be listed on the EPA List of Violating Facilities.

4. The contractor agrees to include or cause to be included the requirements of subparagraphs 1 through 4 of this paragraph X in every nonexempt subcontract, and further agrees to take such action as the Government may direct as a means of enforcing such requirements.

FHWA NOTICE N 5060.13
June 27, 1983
Attachment

Addendum to FHWA Form PR 1273, Required Contract Provisions Federal-aid Construction Contracts

Under Section I, Paragraph 2, add:

The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with these Required Contract Provisions.

Under Section I, add as Paragraph 5

Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

Under Section IV, Paragraph 1, add:

Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: Provided, that the employer's payroll records accurately set forth the time spent in each classification in which work is performed.

All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract.

Under Section IV, Paragraph 5a, add:

Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed o the wage determination for the applicable classification.

Under Section IV, Paragraph 5b, add:

Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeymen wage rate on the wage determination which provides for less than full benefits for apprentices.

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PM APM OM

Under Section IV, replace Paragraphs 9 and 10 with the following new paragraphs:

9. Withholding:

The State highway agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the contractor under this contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers employed by the contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer, mechanic, (including apprentices and trainees) watchman or guard employed or working on the site of the work, all or part of the wages required by the contract, the State highway department contracting officer may, after written notice to the contractor, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

10. Withholding for unpaid wages and liquidated damages:

The State highway agency shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other Federally-assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor,such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for upaid wages and liquidated damages as provided in the clause set forth in Paragraph 8.

Under Section V, Paragraph 5d, add:

If the contractor or subcontractor fails to submit the required records or to make them available, the Federal agency may, after written notice to the contractor, sponsor, applicant, or owner, take such actions as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

9723

October 30, 1985

Mr. Gene Mechanic
Goldberg & Mechanic
200 Alder Park Building
808 S.W. Alder Street
Portland, Oregon 97205

Re: Lund v. State
Marion County Circuit Court Case No. 85-1962

Dear Mr. Mechanic:

Pursuant to your request, I have contacted additional state employes to determine their amenability to deposition on the dates you requested. Mr. Bryant Jackmond and a representative of the Labor Compliance Unit will be available for deposition commencing at 9:30 a.m. on Thursday, November 7, 1985. I have scheduled a room in the Justice Building for your convenience. I presume that you will provide a reporter. Mr. Walter Bartel will be available for deposition in Portland commencing at 9:30 a.m. on Tuesday, November 12. Mr. Bartel's deposition will be held at the Department of Justice offices in the Pacific Building at 520 S.W. Yamhill. Again, I presume that you will make arrangements for a court reporter to be present.

Mr. David L. Jones will be out of the country due to prior commitments on November 12 and is not planning to return until Wednesday, November 13, at the earliest.

I am informing the deponents of their deposition commitments through copies of this letter. It will be unnecessary for you to notice them, although you are free to do so if you wish.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

cc: Bryant Jackmond
John Widmer
Walter Bartel
David Jones
bcc: Ron Kleinschmit

9953

GOLDBERG, MECHANIC & GOLDSTEIN
ATTORNEYS AT LAW
200 ALDER PARK BUILDING
808 S.W. ALDER STREET
PORTLAND, OREGON 97205

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN *

TELEPHONE
(503) 224-2372

* MEMBER OREGON AND
WASHINGTON BARS

October 30, 1985

Mr. William F. Cloran
Assistant Attorney General
Department of Justice
Justice Building
Salem, OR 97310

Re: John Lund v. The State of Oregon

Dear Mr. Cloran:

I am writing to confirm our agreement that I will be taking the depositions of Chuck Frederickson and Bryon Jackman. I will also be taking the depositions of the project managers for ODOT contract numbers 98-65 and 99-53. Moreover, you will designate a person from the Highway Division's Contract Compliance Office to discuss monitoring contract compliance with prevailing wage laws.

I believe that we agreed to take the depositions of the Salem personnel in Salem and the depositions of the project managers at the Pacific Building in Portland. I would like to take the Salem depositions on November 7th and the Portland depositions on November 12th.

Thank you for your cooperation.

Sincerely,

Gene B. Mechanic

GENE B. MECHANIC

GBM/sb

Dictated but not read.

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1 1985
L DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9953

10-29-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as
Field Supervisor for the
INTERNATIONAL UNION OF OPERATING
ENGINEERS LOCAL NO. 701,
AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT
OF TRANSPORTATION,

Defendant.

No. 85-1962

MEMORANDUM OF LAW

Plaintiff has filed suit contesting denial of his petition to inspect records concerning wages paid to laborers and mechanics on two highway construction projects. According to its petition, plaintiff seeks only records maintained pursuant to ORS 279.354 (see Exhibits B-2 and B-3 to plaintiff's Complaint). Defendant denied plaintiff's petition. See Exhibit C-1 to Complaint. Subsequent to that denial, defendant has learned that it has no records in its possession or control responsive to the petition. Both contracts about which plaintiff inquired are exempt from the operation of ORS 279.354 by virtue of ORS 279.357(2). Similar wage and hour records are maintained pursuant to 40 USC § 276(a) with the Highway Division acting as records custodian for the Federal Highway Administration (FHWA). Under 29 CFR Part 3 and 29 CFR Part 5, release of those federal records is governed by the federal "Freedom of Information Act", 5 USC 552a and the "Privacy Act" 5 USC 553. To defendant's knowledge, plaintiff has made no request for release to FHWA under 5 USC 552a. Since the records which plaintiff requested of defendant do not exist, this action is moot and ought to be dismissed. There is no genuine issue of material fact and defendant is entitled to a judgment of dismissal as a matter of law. Seeborg v. General Motors Corp., 284 Or 695, 588 P2d 1110 (1978).

Attached are the affidavits of Walter Bartells and David L. Jones, project managers, in support of the motion.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

9953

10 - - 5

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

MOTION FOR SUMMARY JUDGMENT
(Oral Argument Requested)

1.

Pursuant to ORCP 47, defendant State of Oregon moves the Court for an order granting summary judgment in favor of defendant and against plaintiff in that there are no genuine issues as to any material facts in the above captioned case, and that defendant is entitled to judgment as a matter of law.

Said motion is based upon the provisions of ORCP 47, the Memorandum of Law, Affidavits, and exhibits submitted herewith.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

William F. Cloran
WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Fund
v. State
Case No. 85-1962
Our File No.
Motion for Summary Judgment, Memorandum affidavit & exhibits
(Title of Document)

☐ Signed, 19
☒ Filed 11-4, 1985
By Judge

(Clerk's Sig.)

SP[illegible]-137

9953

October 10, 1985

Mr. Gene Mechanic
Attorney at Law
200 Alder Park Building
808 S.W. Alder Street
Portland, Oregon 97205

Re: John Lund v. State

Dear Mr. Mechanic:

This will confirm our conversation of October 9 rescheduling the depositions of Fred Miller, Larry Rulien, and Ed Hardt from 9:30 a.m. October 23 to 9:30 a.m. October 24. I will secure the room at no expense to you. I will leave it to you to select a court reporter.

Departmental documents concerning release of information to the public and discussing enforcement of federal Davis Bacon Act provisions will be available at that time. Pursuant to our discussion, it is our understanding that the discovery request does not embody published regulations of federal departments or copies of statutes generally available from published sources which we will depend upon you to have with you if required.

I concur with your analysis that this dispute concerns issues that are primarily legal rather than factual in nature, and that extensive discovery and trial testimony are probably unnecessary. We are prepared to enter into reasonable stipulations concerning the authenticity of documents exchanged between the parties during the processing of Mr. Lund's request; and I assume that you will do likewise in an effort to get the matter resolved as quickly and inexpensively as possible.

Very truly yours,

William F. Cloran
Assistant Attorney General

WFC/jep

9953

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

[illegible]
865

October 10, 1985

Fred Miller, Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: John Lund v. State

Dear Mr. Miller:

Enclosed please find a Notice of Deposition in the John Lund Department of Transportation case. I am enclosing copies of the pleadings so that you will know what the case is about. I have also requested that Mr. Jackmond, the construction claims coordinator, assume the responsibility for getting together the documents requested as a part of the Request for Production. You need not be concerned about that portion of the Notice.

Pursuant to discussions with plaintiff's counsel, the depositions have been rescheduled for October 24 and will take place at the Department of Justice offices in Salem. If you have any questions, please do not hesitate to call.

Very truly yours,

William F. Cloran
William F. Cloran
Assistant Attorney General

WFC/jep

Enclosure

FRED MILLER

9955

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

NOTICE OF DEPOSITIONS AND REQUEST FOR PRODUCTION OF DOCUMENTS

TO: Fred Miller, Director of the Oregon Department of Transportation; Scott Rulien, Oregon State Highway Engineer; Edward Hardt, Regional Highway Engineer and their attorney, William F. Cloran, Assistant Attorney General

PLEASE TAKE NOTICE that pursuant to rules 39 and 43 of the Oregon Rules of Civil Procedure, plaintiff will take the depositions of Fred Miller, Scott Rulien and Edward Hardt at 9:30 a.m. on October 24, 1985 at Room 450, Justice Building, Salem, Oregon.

Plaintiff requests that said deponents produce at the time of the depositions the following documents:

1. All regulations, policies and practices relating to the release of information to the public based upon requests under the state's public records law to the Oregon Department of Transportation or its Highway Division;

2. All regulations, policies and practices relating to the method for obtaining certified payrolls of contractors working on federal or state public work projects in which the Oregon

Department of Transportation or its Highway Division has any involvement as a contracting agency or otherwise;

3. All regulations, policies and practices related to the method for enforcement of the federal Davis-Bacon Act and the state prevailing wage law on projects in which the Oregon Department of Transportation or its Highway Division has any involvement, as a contracting agency or otherwise.

For purposes of this request for production of documents, the term "documents" includes all writings, drawings, graphs, charts, photographs, phonograph records, tape recordings, video recordings, and any other data compilations from which information can be obtained, translated, if necessary, by the defendant through detection devices and to reasonably useable form.

Respectfully submitted,

GOLDBERG, MECHANIC & GOLDSTEIN

By Gene B. Mechanic
Gene B. Mechanic, OSB #77054
Of Attorneys for Plaintiff

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing NOTICE OF DEPOSITION on the following attorney on the ~~8~~ 10th day of October, 1985, by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's last known address, and deposited in the post office at Portland, Oregon, on said day:

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

DATED this ~~8~~ 10th day of October, 1985.

GOLDBERG, MECHANIC & MECHANIC

By Gene B Mechanic
GENE B. MECHANIC, OSB # 77054
Of Attorneys for Plaintiff

RECEIVED
DEPT OF
OREGON

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10-8-85

CERTIFIED TRUE COPY
Gene B. Mechanic

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

NOTICE OF DEPOSITIONS
AND REQUEST FOR
PRODUCTION OF DOCUMENTS

TO: Fred Miller, Director of the Oregon Department of Transportation; Scott Rulien, Oregon State Highway Engineer; Edward Hardt, Regional Highway Engineer and their attorney, William F. Cloran, Assistant Attorney General

PLEASE TAKE NOTICE that pursuant to rules 39 and 43 of the Oregon Rules of Civil Procedure, plaintiff will take the depositions of Fred Miller, ~~Scott~~ Larry Rulien and Edward Hardt at 9:30 a.m. on October 23, 1985 at Room 450, Justice Building, Salem, Oregon.

Plaintiff requests that said deponents produce at the time of the depositions the following documents:

1. All regulations, policies and practices relating to the release of information to the public based upon requests under the state's public records law to the Oregon Department of Transportation or its Highway Division;

2. All regulations, policies and practices relating to the method for obtaining certified payrolls of contractors working on federal or state public work projects in which the Oregon

Department of Transportation or its Highway Division has any involvement as a contracting agency or otherwise;

3. All regulations, policies and practices related to the method for enforcement of the federal Davis-Bacon Act and the state prevailing wage law on projects in which the Oregon Department of Transportation or its Highway Division has any involvement, as a contracting agency or otherwise.

For purposes of this request for production of documents, the term "documents" includes all writings, drawings, graphs, charts, photographs, phonograph records, tape recordings, video recordings, and any other data compilations from which information can be obtained, translated, if necessary, by the defendant through detection devices and to reasonably useable form.

Respectfully submitted,

GOLDBERG, MECHANIC & GOLDSTEIN

By Gene B. Mechanic
Gene B. Mechanic, OSB #77054
Of Attorneys for Plaintiff

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing NOTICE OF DEPOSITION on the following attorney on the 8 day of October, 1985, by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney at said attorney's last known address, and deposited in the post office at Portland, Oregon, on said day:

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

DATED this 8 day of October, 1985.

GOLDBERG, MECHANIC & MECHANIC

By Gene B. Mechanic
GENE B. MECHANIC, OSB # 77054
Of Attorneys for Plaintiff

Joe

9953 9-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

ANSWER

Comes now defendant State of Oregon Department of Transportation and makes answer to plaintiff's Complaint in the captioned matter as follows:

1.

Paragraph I of plaintiff's Complaint is admitted.

2.

Paragraph II of plaintiff's Complaint is admitted upon belief.

3.

Defendant admits that through its Highway Division, defendant undertakes and is responsible for construction and maintenance of state highways within the state of Oregon. Defendant also undertakes responsibility for construction and maintenance of certain portions of the National Defense Highway System (Interstate) and the United States Highway System under grants and cooperative agreements with the United States

Department of Transportation and the Federal Highway Administration (FHWA). Defendant admits that in meeting its duties in connection with highway construction that it enters into public contracts with construction companies to perform public works within the meaning of ORS 279.348(3). However, defendant also enters into substantial contracts for work upon roads and highways that are exempt from the definition of public contract under ORS 279.348(3) by the operation of ORS 279.357(2) and by Article VI paragraph 2 of the Constitution of the United States (Supremacy Clause).

4.

Paragraph IV of plaintiff's Complaint is admitted as to contracts falling within the parameters of ORS 279.348(3). It is denied as to contracts under the Davis-Bacon Act, 40 USC 276a.

5.

Paragraph V is admitted.

6.

Paragraph VI is admitted.

7.

Paragraph VII is admitted.

8.

Paragraph VIII is denied on the following bases:

(a) Contract number 9865, Beaverton-Tigard Interchange, and contract number 9953, Sunset Pacific Highway, are contracts exempted from the definition of public works and the application of ORS 279.348(3) by the operation of ORS 279.357(2) and 40 USC

276A. Plaintiff's public records request was based upon its assumption that records were kept on such projects pursuant to ORS 279.354. The petition filed by plaintiff specificially states that plaintiff seeks no records other than those maintained under that statute. ORS 279.357(2) exempts the contracts in question from the operation of ORS 279.354. Defendant is not in possession of any records answering the plaintiff's petition and request and consequently is unable to respond.

(b) Defendant contends further that such records, if they did exist, would be exempt from public disclosure under ORS 192.500(1)(b), ORS 192.500(1)(c), ORS 192.500(1)(e), ORS 192.500(2)(b), and ORS 192.500(2)(g).

Wherefore defendant prays that the relief sought by the plaintiff be denied and that defendant be awarded its costs and disbursements herein.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the ____ day of September, 1985, I served a true copy of the within Answer which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

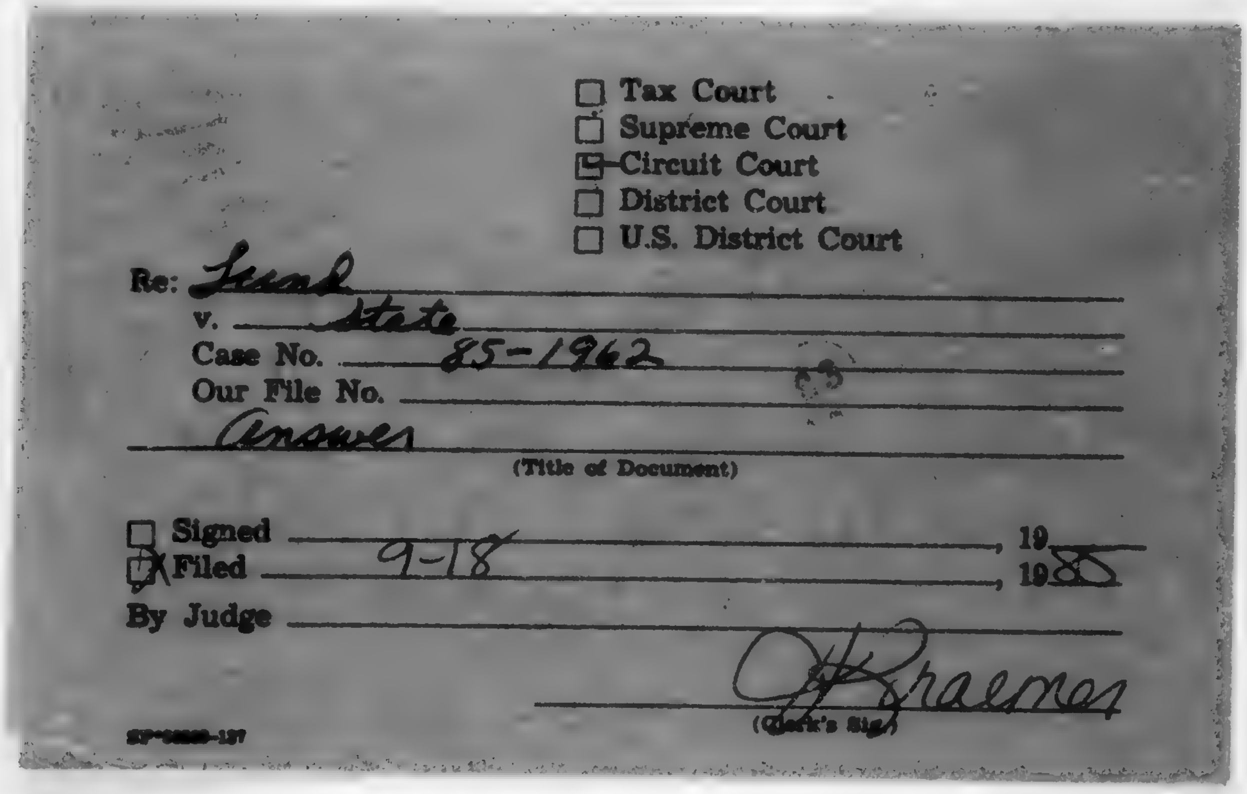
Gene B. Mechanic
Goldberg & Mechanic
Attorneys at Law
200 Alder Park Building
808 S.W. Alder Street
Portland, Oregon 97205

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

jep

cc: Don Arnold



☐ Tax Court
☐ Supreme Court
☑ Circuit Court
☐ District Court
☐ U.S. District Court

Re: Lund
v. State
Case No. 85-1962
Our File No.
Answer
(Title of Document)

☐ Signed ____________, 19__
☒ Filed 9-18, 1985
By Judge

Kraemer
(Clerk's Sig)

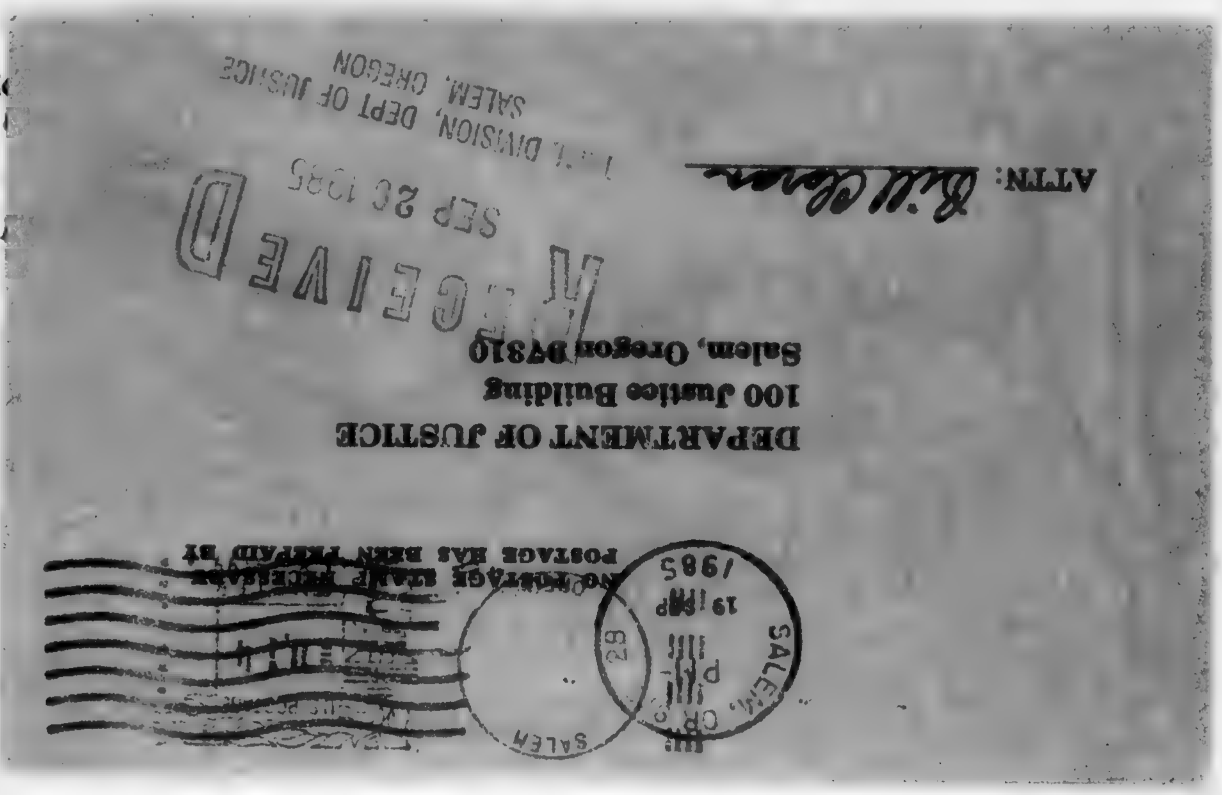
CERTIFICATE OF SERVICE

I hereby certify that on the ____ day of September, 1985, I served a true copy of the within Answer which is well founded in law upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Gene B. M
Goldberg
Attorneys
200 Alder
808 S.W.
Portland,

jep

cc: Don a



ATTN: Bill Olson

T.L. DIVISION, DEPT OF JUSTICE
SALEM, OREGON

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SEP 26 1985

DEPARTMENT OF JUSTICE
100 Justice Building
Salem, Oregon 97310

NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY

SALEM, OR
19 SEP 1985

9753

STATE OF OREGON INTEROFFICE MEMO

TO: William F. Cloran
Assistant Attorney General

DATE: September 17, 1985

FROM: Sue Grabe
Law Clerk

SUBJECT: Lund v. State
Case No. 85-1962

Question presented:

Does a request for disclosure of records pursuant to ORS 279.355 pertaining to wage rates for a FAHA funded project necessitate compliance?

Answer: No.

To begin, the suit should be dismissed for lack of subject matter jurisdiction, ORCP 21(1).

The suit of Lund v. State was filed in Marion County Circuit Court. Plaintiff requests that records pertaining to wage rates including names, addresses and Social Security numbers from employes of R. Hatch for work performed on the Beaverton-Tigard Interchange and on the Sunset Highway be disclosed pursuant to ORS 192.420, 192.430 and 192.440. However, plaintiff failed to note that these highways are interstate highways, thus subject to the Federal Aid Highway Act. 23 USCS § 113 (FAHA). The FAHA requires that wage rates be "not less than those prevailing on the same type of work on similar construction in the immediate locality as determined by the Secretary of Labor in accordance with the ***Davis-Bacon Act." 23 USCS § 113.

Section 1 of the Davis-Bacon Act, 40 USCS § 276(A(provides:

> "The minimum wages to be paid various classes of laborers and mechanics***shall be based upon the wages that will be determined by the Secretary of Labor to be prevailing for the corresponding classes of laborers and mechanics employed on projects of a character similar to the contract work in the city, town, village or other civil subdivision of the state in which the work is to be performed***"

The applicable Administrative Rule which governs public information, agency rules, records and proceedings regarding federal statutes is 5 USCS § 552. The relevant section provides:

> "(B) On complaint, the district court of the United States in the district in which the complainant resides or has his principal place of business, or in which the agency records are situated, or in the District of Columbia, has jurisdiction to enjoin the agency from withholding agency records and to order the production of any agency records improperly withheld from the complainant. In such a case the court shall determine the matter de novo, and may examine the contents of such agency records in camera to determine whether such records or any part thereof shall be withheld under any of the exemptions set forth in subsection (b) of this section, and the burden is on the agency to sustain its action. (Emphasis provided.)

Additionally, all forms submitted in this case were federal forms in compliance with federal regulations, thus constituting a federal system rather than a state system of records. Therefore, as an FAHA project, which is federally funded subject to the Davis-Bacon Act on wage rates and regulated by adminstrative procedure pursuant to 5 USCS § 552(A)(4)(B), the claim should be dismissed for lack of jurisdiction over the subject matter. ORCP 21(1).

Certain public records are exempt from disclosure under 5 USCS § 552. The three exemptions that could apply in this case are: (B4) trade secrets and commercial or financial information obtained from a person and privileged or confidential, (B6) personnel and medical files and similar files that the court deems the disclosure of which would cause clear and unwarranted invasion of personal privacy, and (B7) investigatory records compiled for law enforcement purposes, but only to the extent that the production of such records would (a) interfere with enforcement proceedings and (c) constitute an unwarranted invasion of a personal privacy. The exemption which appears most applicable is B7.

In the present case the files consist of wage and hour reports required to be filed by contractors on federally funded projects in order to insure compliance with the Davis-Bacon Act. 40 USCS 276 A. Criminal penalties for fraud and false statements have been established pursuant to 18 USCS § 1001. This statute is applicable to the Davis-Bacon Act by 40 USCS 276 C. Thus the record were compiled for law enforcement purposes. Exemption 7 covers "investigatory files related to enforcement of all kinds of laws; *labor* and securities as well as criminal laws". H.R. Rep. No. 1497, 89th Cong. 2d Session, 11 US Code Congressional and Administrative News, p. 2428, 1966. (Emphasis added.) The purpose of the exemption is to protect the government from premature disclosure of its case. *Id*.

In a case which closely parallels the facts of this case, the U.S. District Court for the District of Alaska held that the records were supplied to insure compliance with the Davis-Bacon Act and were considered investigatory files compiled for law enforcement purposes. The union was not a party to any possible future criminal prosecutions, therefore, the association had no right to information sought under the Freedom of Information Act. 384 F. Supp 1236 (1974 D. Alaska).

Further policy reasons for the FOIA exemption for "investigatory files compiled for law enforcement purposes" include such matter as (1) the protection of true identity of informants and other confidential records, (2) the protection of persons who are being or have been investigated from unwarranted invasion of privacy and damage to reputation, and (3) protection of agencies from disclosure of investigative techniques. *Center for National Policy Review on Race and Urban Issues v. Weinberger*, 502 F2d 370 (1974). It is not necessary that an adjudication have been eminent or even likely for a file to be deemed compiled for law enforcement purposes, either at the time the material was amassed or at the time disclosure was sought under the FOIA. *Id*.

In general, courts construe privacy exemptions narrowly. They look first to the state's statutory provisions. If the state statute does not specifically list a particular exemption, the court goes to a balancing of conflicting interest tests. The interest of the individual and privacy on the one hand is weighed against the interest of the public's need to know on the other. The balance favors disclosure. *Hrones v. Central Intelligence Agency*, 685 F2d 13 (C.A. 1, Mass. 1982). To fall within the exemption the information requested must be contained in a personnel, medical or similar file. *Minnis v. U.S. Dept. of Agriculture*, 737 F2d 784 (C.A. App 9, Or 1984). The phrase "similar file" is intended to have broad rather than narrow meaning. Government records which contain information that applies to a particular individual satisfies this threshold test. *Van Bourg, Allen, Weinberg and Roger on behalf of Carpet Linoleum, etc., Local 1288 v. NLRV* (C.A. 9 Cal. 1984), F2d 1270, 115 BNA LRRM 3374, 100 CCHLC par. 10903. There are four factors which are to be balanced in weighing a claim for clearly unwarranted invasion of personal privacy:

1. Plaintiff's interest in disclosure.
2. Public interest in disclosure.
3. Degree of invasion of personal privacy.
4. Any available alternative means of obtaining requested information.

The invasion of privacy must be clearly unwarranted. Church of Scientology v. U.S. Dept. of Army, 611 F2d 738 (C. A. 9, 1979).

The exemption B4, trade secrets and commercial or financial information is meant to protect the information that a private individual wishes to keep confidential for his own purposes but reveals to the government under the express or implied promise by the government that the information will be kept confidential. Benson v. General Services Administration, (W.D. Wash. 1968) 289 F Supp 590 affirmed (C.A. 9 Wash.) 415 F2d 878. The exemption requires that (1) information be financial or commercial in nature, (2) information is obtained from person outside government structure and (3) information is confidential or privileged. Burk Energy Corp. v. Dept. of Energy, (1984 D.C. 10) 518 F Supp 507.

The test for determining whether commercial or financial information is confidential within meaning of exemption 4 is if the disclosure would harm a specific interest Congress has sought to protect by enacting the exemption. The emphasis is placed upon potential harm that would result from disclosure rather than simply of confidentiality or customary characterization as confidential. The government bears the burden of identifying the particular interest and to demonstrate how that interest would be harmed by public disclosure of specific information which has been requested. Nine to Five Organization for Women Office Workers v. Board of Governors of Federal Reserve System, (C.A. 1, Mass 1983) 721 F2d 1.

9953

9-11-85

SUIT ANALYSIS AND DEFENSE REPORT

File # 734-990-L-8731

Suit Styled John Lund v. State

Court Circuit 85-1962 ~~#84-5-466~~ County Marion

Tort Allegations none

Other Allegations (Non-Tort) declaratory judgment

Suit Demand - Specials $ General $ 0

Attorney Fees $ yes Other Relief $ yes

Demand $ No Settlement Offered $ No Proposed $ No

Joint Tortfeasors none (Name(s)) Percent of Negligence

Estimated Negligence of State Defendants N/A %

Probable Judgment If Case Lost $ N/A

Estimated Probable Chance of Winning N/A %

Estimate of Plaintiff's Comparative Negligence N/A %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program get case at issue ASAP

Should Team Approach Be Considered? Yes X No

LEGAL COST ESTIMATE

	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	30	20	20	50.00	3500.00
Investigator	0	0	0		
Law Clerk	15	0	0	18.00	270.00
Other	0	0	0		
TOTAL					3770.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE?

Settle

Trial ✓

Remarks: This is a point of law to be

Other Allegations (Non-Tort) declaratory judgment

Suit Demand - Specials $ ______ General $ 0

Attorney Fees $ yes Other Relief $ yes

Demand $ No Settlement Offered $ No Proposed $ No

Joint Tortfeasors none (Name(s)) Percent of Negligence ____

Estimated Negligence of State Defendants N/A % Probable Judgment If Case Lost $ N/A

Estimated Probable Chance of Winning N/A % Estimate of Plaintiff's Comparative Negligence N/A %

DEFENSE STRATEGY AND ESTIMATE OF LEGAL COSTS

Outline Law and Motion, and Discovery Program get case at issue ASAP

Should Team Approach Be Considered? Yes X No ____

LEGAL COST ESTIMATE

	Estimated Hours				
	Research	Law & Motion Discovery	Trial	Rate	Cost
Attorney	30	20	20	50.00	3500.00
Investigator	0	0	0		
Law Clerk	15	0	0	18.00	270.00
Other	0	0	0		
TOTAL					3770.00

SHOULD THIS CASE BE BROUGHT TO TRIAL OR SETTLED BASED ON FACTS DEVELOPED TO DATE?
Settle ____
Trial ✓

Remarks: This is a point of law to be resolved ASAP + Charge!!

Attorney Date 8-27-85

Chief Trial Counsel Date 9/4/85

10-5-84/jep/#1

cc to BG
DF
file

9953

7-6-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as)
Field Supervisor for the)
INTERNATIONAL UNION OF OPERATING) No. 85-1962
ENGINEERS LOCAL NO. 701,)
AFL-CIO, a Labor Organization,)
) AFFIDAVIT OF JOHN LUND
Plaintiff,)
v.)
)
)
THE STATE OF OREGON, DEPARTMENT)
OF TRANSPORTATION,)
)
Defendant.)

STATE OF OREGON)
) ss.
County of Multnomah)

I, JOHN LUND, being first duly sworn, do depose and say as follows:

1. I have been a field supervisor for the International Union of Operating Engineers Local 701 in Portland, Oregon. I am taking a leave from the union beginning September 9, 1985 to teach labor relations at the University of Wisconsin in Madison. I have a Masters of Science in Industrial Relations from the University of Wisconsin.

2. By letter dated July 12, 1985, I requested that the Department of Transporation provide me with copies of the following records (a copy of my letter is attached hereto as exhibit 1):

1. Wage certifications showing names, addresses and social security numbers for employees of

Ex 11

Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53.

My letter requested that the records be provided no later than July 19, 1985 by producing copies at my office. The Department of Transportation did not respond to my letter.

3. On July 12, 1985 I also forwarded a letter to Tri-Met, requesting that the agency provide me with copies of the following:

1. Wage certifications showing names, addresses and social security numbers for employees of Railco-Multi Constructors (Roadway Constructors Corp.) and R.A. Hatch, a joint venture, for worked performed on the line section 4B (contract number 7040/84/583N) on the downtown Portland light rail project.

My July 12, 1985 letter to Tri-Met is attached hereto as Exhibit 2.

4. I received a letter, dated July 22, 1985, from Kevin E. McDonald, Manager, Contracts and legal Services of Tri-Met responding to my request. Mr. McDonald told me that the "records you requested are available for your inspection in the Contract and Legal Services section". I actually inspected copies of all

statements of compliance and wage certifications at Tri-Met, listing names, addresses and social security numbers. Mr. McDonald's letter and an example of the Tri-Met wage certificiations I received are attached hereto as Exhibits 3 and 4.

5. On July 25, 1985, I requested copies of the payroll and certified statement form filed with respect to the Middle Fork Irrigation District hydroelectric project in Hood River, Oregon. I received a letter approving my request from the Middle Fork Irrigation District, dated August 2, 1985, which is attached hereto as Exhibit 5.

6. On August 13 or 14, 1985, I called the City of Portland contract office and talked with Janet Wright. I told Ms. Wright that I wanted to inspect the certified payrolls for the River City Development project. She told me to come down to her office to review the records. When I arrived at her office, she provided me with wage certifications containing the names, addresses and social security numbers of employees on the River City Development project. I reviewed those records and, in fact, found a violation. A carpenter had been paid $17.07 including fringe benefits, when fringe benefits should have been added to a wage of $17.07.

7. The Oregon Department of Transportation is the only agency that has objected to allowing me to review certified payrolls for public work projects. I believe that there is no justification for this objection. As the former director of the Pacific Northwest Labor College in Portland, I have found that

labor organizations provide valuable and responsible backup to government agencies for enforcement law relating to the work place. This support is particularly important with respect to prevailing wage laws for public work projects. Agencies are shorthanded as it is and there are many errors that can occur in meeting prevailing wage laws. Employers may mistakingly, or in some cases intentionally, misclassify employees, fail to include all the hours worked or make an error in the appropriate amount of wages and fringe benefits. It is important that taxpayers learn whether their dollars are being spent in accordance with the law. Historically, unions have played a role in attempting to meet this public interest.

John Lund

SUBSCRIBED AND SWORN to before me this 6 day of September, 1985.

Gene B. Mechanic
Notary Public for Oregon
My Commission Expires: 6/29/89

MIDDLE FORK IRRIGATION DISTRICT
P. O. BOX 291
PARKDALE, OREGON 97041
(503) 352-6408

August 2, 1985

Mr. John Lund
Local Union No. 701
1529 S.W. 12th Ave.
Portland, OR 97201

Dear Mr. Lund,

We wish to inform you the Payroll and Certified Statement Form (ORS 279.354) has been filed with the State of Oregon Bureau of Labor and Industries for our current hydro project. We have on file a copy of this form.

You are welcome to come and look at these records. I would recommend that you call first as my position is part-time and there is not always someone in our office. Thank you.

Sincerely,

Kitsy Stanley

Kitsy Stanley
Secretary

Ex. 5

PREPARED

U.S. DEPARTMEN

REPORT-WAGE AND H

CONTRACTS

CLIENT NO.	CONTRACTOR OR SUBCONTRACTOR	PROJECT #
RZG		8243

ROADWAY CONST

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.	(5) TOTAL HOURS	(6) HOURLY RATE	GR FA
	543-78-9627	G0000											
	ZOUCHA,DALE E		O.T.		50			150			200	19785	
1	1290 SE OAK #4		REG.		800	800	800	800	800		4000	13190	
	HILLSBORO OR 97123		JOB										56
		102 W	WEEK										56
	516-88-5121	G0394											
	ALEXANDER,TINA		O.T.									11550	
2	3408 AQUARIUS BLV		REG.		800	800			400		2000	7700	
	NEWBERG OR 97132		JOB										15
		1A5 W	WEEK										27
	556-56-5556	G0659											
	ALLEN,MILTON W		O.T.									23940	
3	28998 S MERIDIAN		REG.		800	800	800	800	800		4000	15960	
	HUBBARD OR 97032		JOB										686
		209 W	WEEK										[illegible]
	542-86-5166	G0779											
	BALES,ROBERT M		O.T.									11550	
4	225 SE DORA		REG.		800	800	800	800	800		4000	7700	
	TROUTDALE OR 97060		JOB										308
		1A5 W	WEEK										308
	544-84-0206	G0782											
	BAKER,WILLIAM W		O.T.			150					150	19260	
5	5419 SE HULL AVE		REG.		800	800	800	800	800		4000	12840	
	MILWAUKIE OR 97222		JOB										542
		101 A	WEEK										542
	542-62-3307	G0795											
	BARNES,PATRICK		O.T.			50		200	50		300	23235	
6	4813 NE PRESCOTT		REG.		800	800	800	800	800		4000	15490	
	PORTLAND OR 97218		JOB										689
		451 W	WEEK										689
	541-56-5158	G0796											
	BARNES,JAMES		O.T.		50	100	100	50	100		400	25560	
7	17619 SE ROETHE R		REG.		800	800	800	800	800		4000	17040	
	MILWAUKIE OR 97222		JOB										783
		901 W	WEEK										783
701	540-48-5579	G0797											
	BALES,ROY		O.T.					150			150	23940	
8	225 SE DORA		REG.		800	800	800	800	800		4000	15960	
	TROUTDALE OR 97060		JOB										6743
		201 W	WEEK										6743
	541-60-6695	G0798											
	BATTERSON,BRUCE		O.T.					150			150	24285	
9	2815 NE 122		REG.		800	800	800	800	800		4000	16190	
	PORTLAND OR 97203		JOB										6840
		801 W	WEEK										6840
	544-62-2744	G0805											
	BARTON,RANDALL S		O.T.					100			100	11550	
10			REG.		800	800	800	800	800		4000	7700	
			JOB										3195
		1A5 W	WEEK										3195

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PREPARED FOR
EPARTMENT OF LABOR
WAGE AND HOUR AND PUBLIC
CONTRACTS DIVISION

WEEK ENDING DATE	PAGE
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ADP

(5) OTAL OURS	(6) HOURLY RATE	(7) GROSS PAY	(8) DEDUCTIONS FICA	FEDERAL TAX	STATE TAX	SUI/ DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS	(9) NET PAY	
200 4000	19785 13190	56717 56717	3999	7306	3669			14974	41743	1
 2000	11550 7700	15400 27720	1954		70			2024	25696	2
 4000	23940 15960	68628 68628	4838	10367	4562			19767	48861	3
 4000	11550 7700	30800 30800	2171	4154	2208			8533	22267	4
150 4000	19260 12840	54249 54249	3825	2924	1923			8672	45577	5
300 4000	23235 15490	68931 68931	4860	12716	5321			22897	46034	6
400 4000	25560 17040	78384 78384	5526	7722	3869			17117	61267	7
150 4000	23940 15960	67431 67431	4754	11152	4757			20663	46768	8
150 4000	24285 16190	68403 68403	4822	15822	5579			26223	42180	9
100 000	11550 7700	31955 31955	2253	4417	2300			8970	22985	10

THIS SUBSTITUTES: FOR WH 347
FORM APPROVED
BUDGET BUREAU

U.S. DEPARTMENT
REPORT-WAGE AND HO
CONTRACTS DIV

CLIENT NO 57G
CO ACTOR OR SUBCONTRACTOR ROADWAY CONST
P ECT 8243

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.	(5) TOTAL HOURS	(6) HOURLY RATE	(7) GROSS PAY
	543-64-7222	G0926											
	BOLT,MICHAEL		O.T.				50	200			250	24660	
1	795 SE RENE		REG.		800	800	800	800	800		4000	16440	
	GRESHAM OR 97030		JOB										7192
		801 W	WEEK										7192
	371-60-7986	G0930											
	BOWERS,KIM		O.T.			50					50	19260	
2	4828 SE CARUTHERS		REG			800			400		1200	12840	
	PORTLAND OR 97215		JOB										1637
		101 W	WEEK										2664
	541-02-7635	G1000											
	BROCHOCKI,MICHAEL		O.T.			50	50				100	24285	
3	4536 NE 10TH		REG.		800	800	800	800	800		4000	16190	
	PORTLAND OR 97211		JOB										6718
		801 W	WEEK										6718
	008-58-0986	G1030											
	BROCHU,JAMES K		O.T.									12000	
4	004775		REG.			800					800	8000	
	HARDWICK VT 05843		JOB										640
		0	WEEK										1560
	540-68-7667	G1118											
	BROWNLOW,LEONARD		O.T.				50	350	100		500	19260	
5	717 SE RIVERFORES		REG.		800	800	800	800	800		4000	12840	
	MILWAUKIE OR 97222		JOB										6099
		1A5 W	WEEK										6099
	544-58-5440	G1156											
	BUSS,ROBERT J		O.T.		50	100	100	400	150		800	25560	
6	1375 SW 13TH CT		REG.		800	800	800	800	800		4000	17040	
	GRESHAM OR 97030		JOB										8860
		809 W	WEEK										8860
	540-80-5261	G1190											
	CARLIN,GARY S		O.T.					100			100	19260	
7	6830 SE 50TH		REG.		800	800	800	800	800		4000	12840	
	PORTLAND OR 97206		JOB										5328
		101 W	WEEK										5328
	350-48-1669	G1387											
	CARTER,DAVID P		O.T.									19260	
8	11395 NW CORNELL		REG.		800	800	800	800	800		4000	12840	
	PORTLAND OR 97229		JOB										5136
		101 W	WEEK										5136
	520-70-4644	G1420											
	CARTER,ULYSSES B		O.T.									7500	
9	1708 NW 23RD #11		REG.						800		800	5000	
	PORTLAND OR 97210		JOB										400
		100 W	WEEK										400
	457-27-7077	G1430											
	CEDILLO,MOISES		O.T.									15405	
10	245 STRAND AVE SE		REG.		800	800	800	800	800		4000	10270	
	SALEM OR 97301		JOB										4108
		1A5 H	WEEK										4108

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PARTMENT OF LABOR
/AGE AND HOUR AND PUBLIC
CONTRACTS DIVISION

WEEK ENDING DATE: 06/16/85

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			(8) DEDUCTIONS							
) TAL URS	(6) HOURLY RATE	(7) GROSS PAY	FICA	FEDERAL TAX	STATE TAX	SUI/ DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS	(9) NET PAY	
250 000	24660 16440	71925 71925	5071	10730	4667			20468	51457	1
50 200	19260 12840	16371 26643	1878	2991	1810			6679	19964	2
100 000	24285 16190	67188 67188	4737	8923	4169			17829	49359	3
 800	12000 8000	6400 15600	1100	1460	123			2683	12917	4
500 000	19260 12840	60990 60990	4300	12557	4573			21430	39560	5
800 000	25560 17040	88608 88608	6247	17889	7036			31172	57436	6
100 000	19260 12840	53286 53286	3757		70			3827	49459	7
 000	19260 12840	51360 51360	3621	8934	3610			16165	35195	8
7 800	7500 5000	4000 4000	282		14			296	3704	9
 000	15405 10270	41081 41081	2896	4425	2580			9901	31180	10

THIS SUBSTITUTES FOR WH 347
FORM APPROVED
BUDGET BUREAU
NO. 44-R1093

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[redacted]

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U.S. DEPARTMENT

REPORT-WAGE AND HOU
CONTRACTS DIV

CLIENT NO.	CONTRACTOR OR SUBCONTRACTOR	PROJECT#
RZG		8243

ROADWAY CONST

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.	(5) TOTAL HOURS	(6) HOURLY RATE	(7) GROSS PAY
	544-54-8094	G1650											
	COMBS,KENNETH		O.T.									23940	
1	4243 47TH NE		REG.		800	800	800	500	550		3450	15960	
	SALEM OR		JOB										55062
		207 W	WEEK										55062
	542-94-7739	G1690											
	COOPEP,EDWARD W		O.T.									11550	
2	330 SW 173RD		REG.		750	800			400		1950	7700	
	BEAVERTON OR 97006		JOB										1501
		1A5 W	WEEK										1501
	543-82-7143	G1730											
	COY,WILLIAM		O.T.									19260	
3	1817 SE MARION		REG.		800	800	800	800	800		4000	12840	
	PORTLAND OR 97202		JOB										5136
		101 W	WEEK										5136
	540-64-1176	G1745											
	DAVIS,JAMES E		O.T.									11550	
4	831 NW 16TH		REG.		800	800	800	800	800		4000	7700	
	PORTLAND OR 97209		JOB										3080
		1A5 B	WEEK										3080
	445-54-4748	G1800											
	DEUPREE,HARLAN		O.T.						100		100	19260	
5	6807 N CATLIN AVE		REG.		750	800			800		2350	12840	
	PORTLAND OR 97203		JOB										3210
		101 W	WEEK										3210
	541-62-2666	G1880											
	DERRICK,JESSE		O.T.					150			150	24285	
6	7205 SW FLORENCE		REG.		800	800	800	800	800		4000	16190	
	TIGARD OR 97223		JOB										6840
		801 W	WEEK										6840
70	430-36-2277	G1928											
	DUNCAN,AFTON		O.T.		50	100	50				200	25215	
	11943 CARL RD		REG.		800	800	800	800	800		4000	16810	
	WOODBURN OR 97071		JOB										7228
		901 W	WEEK										7228
	542-82-4814	G1930											
	DUNCAN,RICHARD		O.T.			50					50	19785	
8	219 S KNOTT		REG.		800	800	800	800	800		4000	13190	
	CANBY OR 97013		JOB										5375
		102 W	WEEK										5375
	540-02-8904	G1942											
	DUPASOUIER,DARREN A		O.T.									11550	
9	14323 SE ELLIS ST		REG.		800	800	800	800	800		4000	7700	
	PORTLAND OR 97236		JOB										3080
		1A5 W	WEEK										3080
	544-78-6888	G1953											
	ECKHARDT,FREDERICK		O.T.							350	350	14565	
10	2907 SE DIVISION		REG.		800	800	800	800	800		4000	9710	
	PORTLAND OR 97202		JOB										4758
		805 W	WEEK										4758

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ARTMENT OF LABOR
GE AND HOUR AND PUBLIC
NTRACTS DIVISION

WEEK ENDING DATE	PAGE
06/16/85	015

ADP

(6) HOURLY RATE	(7) GROSS PAY	(8) DEDUCTIONS						(9) NET PAY	
		FICA	FEDERAL TAX	STATE TAX	SUI/ DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS		
23940 015960	55062 55062	3882	7892	3830			15604	39458	1
11550 7700	15015 15015	1059	1372	917			3348	11667	2
19260 12840	51360 51360	3621	6522	3410			13553	37807	3
11550 7700	30800 30800	2171	2337	1545			6053	24747	4
19260 12840	32100 32100	2263	2898	1789			6950	25150	5
24285 16190	68403 68403	4822	7227	3690			15739	52664	6
25215 16810	72286 72286	5096	13823	5683			24602	47684	7
19785 13190	53751 53751	3789	7564	3731			15084	38667	8
11550 7700	30800 30800	2171	4154	2208			8533	22267	9
14565 9710	47580 47580	3354	6571	3425			13350	34230	10

THIS SUBSTITUTES: FOR WH 347
FORM APPROVED
BUDGET BUREAU
NO. 44-R1093

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[redacted]

CLIENT NO	CO ACTOR OR SUBCONTRACTOR	F ECT*
F7G		8243

ROADWAY CONST

U.S. DEPARTMEN
REPORT-WAGE AND HO
CONTRACTS D

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			HOURS WORKED EACH DAY (4) SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.	(5) TOTAL HOURS	(6) HOURLY RATE	(7) GRO PA
	544-08-8512	G1955											
	EDLUND,JOHN		O.T.						50		50	24885	
1	11455 SW RIDGECRE		REG.		800	800	800	800	800		4000	16590	
	BEAVERTON OR 97005		JOB										676
		804 W	WEEK										676
	532-74-7924	G2013											
	ENSLEY,GREGORY H		O.T.									14085	
2	306 S 14TH AVE		REG.		800	800	800	800	800		4000	9390	
	BATTLEGROUND WA98604		JOB										375
		805 W	WEEK										375
	552-98-4250	G2131											
	FLORES,ROBERT		O.T.									15405	
3	3903 E 18TH APT 1		REG.		800	800	800	800	800		4000	10270	
	VANCOUVER WA 98661		JOB										410
		101 H	WEEK										410
	543-64-1599	G2190											
	FORTUNE,BRUCE R		O.T.			50					50	23685	
4	PO BOX 194		REG.		800	800	800	800	800		4000	15790	
	BRIGHTWOOD OR 97011		JOB										643
		451 W	WEEK										643
	543-74-2641	G2290											
	FRANZKE,MARK R		O.T.					50			50	24285	
5	5250 SW LANDING D		REG.		300	800	800	800	800		3500	16190	
	PORTLAND OR 97201		JOB										578
		805 W	WEEK										578
	564-11-5014	G2299											
	FREDINBURG,CHARLES		O.T.					100	100		200	23235	
6	35 SW 131 ST		REG.		800	800	800	800	800		4000	15490	
	BEAVERTON OR 97005		JOB										666
		451 W	WEEK										666
	540-06-7475	G2321											
	GAITHER,MICHELLE E		O.T.									7500	
7	8132 SE MILL APT		REG.						350		350	5000	
	PORTLAND OR 97215		JOB										175
		101 W	WEEK										175
	539-72-5448	G2376											
	GANDY,TIMOTHY L		O.T.					150	200	950	1300	21765	
8	5607 NE 30TH AVE		REG.		800	800	800	800	800		4000	14510	
	VANCOUVER WA 98663		JOB										863
		805 W	WEEK										863
	535-52-6011	G2428											
	GARDNER,CLARK		O.T.			150	250		400		800	23940	
9	1490 SW CLIFTON		REG.		800	800	800	800	800		4000	15960	
	PORTLAND OR 97207		JOB										829
		209 W	WEEK										829
	544-36-4569	G2480											
	GAY,DONALD C		O.T.				50				50	23940	
10	18206 SE RIVER RD		REG.		800	800	800	800	550		3750	15960	
	MILWAUKIE OR 97222		JOB										610
		103 W	WEEK										610

U.S. DEPARTMENT OF LABOR
EPORT-WAGE AND HOUR AND PUBLIC CONTRACTS DIVISION

WEEK ENDING DATE: 06/16/85

PAGE: 016

ADP

				(8) DEDUCTIONS							
SAT.	(5) TOTAL HOURS	(6) HOURLY RATE	(7) GROSS PAY	FICA	FEDERAL TAX	STATE TAX	SUI/ DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS	(9) NET PAY	
	50 4000	24885 16590	67604 67604	4766	10080	4485			19331	48273	1
	4000	14085 9390	37560 37560	2648	5818	2749			11215	26345	2
	4000	15405 10270	41081 41081	2896	4085	2419			9400	31681	3
	50 4000	23685 15790	64344 64344	4536	9727	4383			18646	45698	4
	50 3500	24285 16190	57879 57879	4080	11499	4237			19816	38063	5
	200 4000	23235 15490	66608 66608	4696	11481	4865			21042	45566	6
	350	7500 5000	1750 1750	123		14			137	1613	7
950	1300 4000	21765 14510	86335 86335	6087	18459	7200			31746	54589	8
	800 4000	23940 15960	82992 82992	5851	20480	6949			33280	49712	9
	50 3750	23940 15960	61047 61047	4304	13257	4784			22345	38702	10

THIS SUBSTITUTES FOR WH 347

FORM APPROVED
BUDGET BUREAU
NO. 44-R1093

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U.S. DEPARTMENT
REPORT-WAGE AND HOU
CONTRACTS DIV

CLIENT NO.	CONTRACTOR OR SUBCONTRACTOR	PROJECT#
RZG		8243

ROADWAY CONST

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.	(5) TOTAL HOURS	(6) HOURLY RATE	(7) GROSS PAY
	512-46-0389	G2490									5019260		
	GLEASON,CHARLES D		O.T.			50					400012840		
1	6093 B STREET SE		REG.		800	800	800	800	800				5232
	TURNER OR 97392		JOB										5232
		101 W	WEEK										
	550-80-6361	G2590									24285		
	GROVER,TIMOTHY		O.T.								400016190		
2	2608 SE133RD AVE		REG.		800	800	800	800	800				6476
	PORTLAND OR		JOB										6476
		801 W	WEEK										
	540-64-7144	G2631									5019260		
	GUY,MARK F		O.T.				50				370012840		
3	7432 SE 68TH		REG.		800	800	800	800	500				4847
	PORTLAND OR 97206		JOB										4847
		101 W	WEEK										
	277-36-7747	G2690									15023940		
	HANNAH,TAMIS C		O.T.		100	50					400015960		
4			REG.		800	800	800	800	800				6743
			JOB										6743
		209 W	WEEK										
	541-74-7662	G2845									35024285		
	HANSON,ALAN		O.T.			50	100	200			370016190		
5	27464 SW BAKER RD		REG.		800	800	800	800	500				6354
	SHERWOOD OR 97140		JOB										6354
		801 W	WEEK										
	543-74-7679	G3000									55024285		
	HANSON,CALVIN		O.T.			100	50	250	150		400016190		
6	8905 NE THOMPSON		REG.		800	800	800	800	800				7811
	PORTLAND OR 97220		JOB										7811
		801 W	WEEK										
	541-84-6845	G3293									10019260		
	HENDRIX,MATTHEW		O.T.						100		400012840		
7	10325 SW TETON AV		REG.		800	800	800	800	800				5328
	TUALATIN OR 97062		JOB										532
		101 W	WEEK										
	541-86-9367	G3295									10017340		
	HEREM,THOMAS		O.T.			50			50		400011560		
8	19727 NW REEDER R		REG.		800	800	800	800	800				479
	PORTLAND OR 97231		JOB										479
		100 W	WEEK										
	540-52-3069	G3296									19260		
	HILL,GEORGE		O.T.								400012840		
9	28810 SE WOODS RD		REG.		800	800	800	800	800				513
	EAGLE CREEK OR 97022		JOB										513
		101 W	WEEK										
	542-84-2940	G3297									19260		
	HETRICK,GEORGE J P		O.T.								400012840		
10	11931 SE RAYMOND		REG.		800	800	800	800	800				513
	PORTLAND OR 97266		JOB										513
		101 W	WEEK										

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(6) HOURLY RATE	(7) GROSS PAY	(8) DEDUCTIONS FICA	FEDERAL TAX	STATE TAX	SUI/ DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS	(9) NET PAY	
19260 12840	52323 52323	3689	6734	3482			13905	38418	1
24285 16190	64760 64760	4566	13159	4775			22500	42260	2
019260 012840	48471 48471	3417	6327	3335			13079	35392	3
023940 015960	67431 67431	4754	11712	4954			21420	46011	4
024285 016190	63546 63546	4480	13426	4849			22755	40791	5
024285 016190	78117 78117	5507	15747	6313			27567	50550	6
019260 012840	53286 53286	3757	10712	4011			18480	34806	7
017340 011560	47974 47974	3382	8518	3506			15406	32568	8
19260 012840	51360 51360	3621	6522	3410			13553	37807	9
19260 012840	51360 51360	3621	9534	3743			16898	34462	10

THIS SUBSTITUTES: FOR WH 347
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CLIENT NO.	CONTRACTOR OR SUBCONTRACTOR	PROJECT*
R7G		8243

ROADWAY CONST

U.S. DEPARTMENT
REPORT-WAGE AND HOU
CONTRACTS DIV

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.	(5) TOTAL HOURS	(6) HOURLY RATE	(7) GROSS PAY
	543-64-4353	G3309											
	HOLLAND,KATHLEEN		O.T.						100		100	15405	
1	5812 SE LAFAYETTE		REG.		750	800			800		2350	10270	
	PORTLAND OR 97206		JOB										25676
		1A5 A	WEEK										42108
	544-86-5523	G3340											
	HOIZNER,KIMBERLY J		O.T.									12225	
2	6616 SE 46TH		REG.		800	800	700	700			3000	8150	
	PORTLAND OR 97206		JOB										24450
		1A5 W	WEEK										24450
	540-84-9850	G3387											
	JOHANSON,ALLEN..		O.T.									19260	
3	23360 S CARUS RD		REG.					400			400	12840	
	OREGON CITY OR 97045		JOB										5136
		101 W	WEEK										5136
	542-62-0349	G3431											
	JONES,TIMOTHY W		O.T.			50	100				150	24285	
4	2707 SE LAREL		REG.		800	800	800	800			3200	16190	
	MILWAUKIE OR 97222		JOB										55451
		801 W	WEEK										55451
	543-70-3370	G3449											
	KELLEY,JAMI ANN		O.T.					150			150	17355	
5	3320 NE 8TH		REG.		800	800	800	800	800		4000	11570	
	GRESHAM OR 97030		JOB										48883
		1A5 W	WEEK										48883
	543-92-9998	G3501											
	KERR,DAVID D		O.T.			100		50	200		350	25215	
6	19355 SW 65TH #23		REG.		800	800	800	800	800		4000	16810	
	TUALATIN OR 97062		JOB										76066
		101 W	WEEK										76066
	236-74-6216	G3521											
	KING,JOHN J		O.T.					200			200	24285	
7	815 SE RENE		REG.		800	800		800	800		3200	16190	
	GRESHAM OR 97030		JOB										56665
		801 W	WEEK										56665
	544-70-7583	G3540											
	KIVELA,RODNEY D		O.T.									11550	
8	4210 NE CULLY BLV		REG.		800		750	800	800		3150	7700	
	PORTLAND OR 97218		JOB										24255
		1A5 W	WEEK										24255
	097-22-6471	G3560											
	KISIEL,RICHARD P		O.T.			50	50		50		150	15405	
9			REG.		800	800	800	800	800		4000	10270	
			JOB										43391
		1A5 W	WEEK										43391
	556-82-6072	G3593											
	KNUDSEN,STEVE		O.T.		50	250	300	100	100		800	25560	
10	8725 SW UMATILLA		REG.		800	800	800	800	800		4000	17040	
	TUALATIN OR 97062		JOB										88608
		809 W	WEEK										88608

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AL RS	(6) HOURLY RATE	(7) GROSS PAY	(8) DEDUCTIONS FICA	FEDERAL TAX	STATE TAX	SUI DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS	(9) NET PAY	
00 50	15405 10270	25676 42108	2969	6955	3096			13020	29088	1
L 00	12225 8150	24450 24450	1724	2188	1153			5065	19385	2
 00	19260 12840	5136 5136	362	289	271			922	4214	3
50 00	24285 16190	55451 55451	3909	4291	2173			10373	45078	4
50 00	17355 11570	48883 48883	3446	8791	3570			15807	33076	5
50 00	25215 16810	76066 76066	5363	17917	6201			29481	46585	6
00 00	24285 16190	56665 56665	3995	8293	3936			16224	40441	7
 50	11550 7700	24255 24255	1710	2910	1670			6290	17965	8
50 00	15405 10270	43391 43391	3059		70			3129	40262	9
00 00	25560 17040	88608 88608	6247	15249	6215			27711	60897	10

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FORM APPROVED
BUDGET BUREAU
NO. 44-R1093

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CLIENT NO.
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ROADWAY CONST

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PRO
8243

U.S. DEPARTMENT
REPORT-WAGE AND HOU
CONTRACTS DIVI

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.	(5) TOTAL HOURS	(6) HOURLY RATE	(7) GROSS PAY
1	541-44-4441	G3650											
	LOVE,CHARLES C		O.T.									11550	
	5523 SE 89TH		REG.		800	800	800	800	800		4000	7700	
	PORTLAND OR 97266		JOB										30800
		1A5 W	WEEK										30800
2	542-82-5336	G3734											
	LEVISON,MARK J		O.T.			200					200	24285	
	3539 NE 69TH		REG.		800	800	800	800	800		4000	16190	
	PORTLAND OR 97213		JOB										69617
		101 W	WEEK										69617
3	516-68-2839	G3894											
	MALONEY,STEVE J		O.T.		50						50	19260	
	PO BOX 4054		REG.		800		550	800	700		2850	12840	
	PORTLAND OR 97218		JOB										37557
		101 W	WEEK										37557
4	525-86-9715	G3961											
	MARTINEZ,CHARLES		O.T.					150			150	23235	
	2736 N MAIN ST NO		REG.		800	800	800	800	800		4000	15490	
	FOREST GROVE OR		JOB										65445
		451 H	WEEK										65445
5	541-86-0163	G3963											
	MARTINEZ II,CHARLES		O.T.				50	350			400	17250	
	2736 N MAIN APT 3		REG.		800	800	800	800	800		4000	11500	
	FOREST GROVE OR97116		JOB										52900
		1A5 H	WEEK										52900
6	564-76-4530	G3987											
	MACDONALD,MICHAEL L		O.T.		50						50	23940	
	8376 SW MOHAWK		REG.		800	800	800	800	800		4000	15960	
	TUALATIN OR 97062		JOB										65037
		101 W	WEEK										65037
7	541-64-7291	G4012											
	MCDONOUGH,MICHAEL J		O.T.									23940	
	7619 SE 70TH		REG.		700	800	800	800	800		3900	15960	
	PORTLAND OR 97206		JOB										62244
		209 W	WEEK										62244
8	535-48-7816	G4030											
	MCKINNEY,GREG R		O.T.									19260	
	216 BOONE RD SE #		REG.		800	800	800	500	550		3450	12840	
	SALEM OR 97306		JOB										44298
		1A5 W	WEEK										44298
9	555-06-6054	G4045											
	MCMASTER,RON K		O.T.									24285	
	2640 SE 160TH ST		REG.					800			800	16190	
	PORTLAND OR 97236		JOB										12952
		801 W	WEEK										12952
10	439-58-4719	G4055											
	MCMURRAY,WILLIAM		O.T.			50				950	1000	24375	
	PO BOX 7454		REG.		800	800	800	800	800		4000	16250	
	SALEM OR 97303		JOB										89377
		209 W	WEEK										89377

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(6) OURLY RATE	(7) GROSS PAY	(8) DEDUCTIONS						(9) NET PAY	
		FICA	FEDERAL TAX	STATE TAX	SUI/ DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS		
1550 7700	30800 30800	2171		70			2241	28559	1
4285 6190	69617 69617	4908	15531	5504			25943	43674	2
9260 2840	37557 37557	2648	6317	2887			11852	25705	3
3235 5490	65445 65445	4614	10036	4466			19116	46329	4
7250 1500	52900 52900	3729	9996	3851			17576	35324	5
3940 5960	65037 65037	4585	12573	4435			21593	43444	6
3940 5960	62244 62244	4388	5837	3228			13453	48791	7
9260 2840	44298 44298	3123	5849	3165			12137	32161	8
24285 16190	12952 12952	913		14			927	12025	9
24375 16250	89377 89377	6301	19463	7543			33307	56070	10

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NO. 44-R1093

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U.S. DEPARTMENT
REPORT-WAGE AND HO
CONTRACTS DIV

CLIENT NO.	CO ACTOR OR SUBCONTRACTOR	P CT #
R7G		8243

ROADWAY CONST

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			HOURS WORKED EACH DAY (4)							(5) TOTAL HOURS	(6) HOURLY RATE	(7) GROS PAY
				SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.			
	522-76-3098	G4058											
	MARLARKAY,ROBERT D		O.T.		50	100	50	200	50		450	23940	
1	RT 2 BOX 404C		REG.		800	800	800	800	800		4000	15960	
	FOREST GROVE OR97116		JOB										746
		101 W	WEEK										746
	567-90-9117	G4060											
	MAXWELL,DAVID H		O.T.									15360	
2	6761 SW 26TH		REG.		800	800	800	800	800		4000	10240	
	PORTLAND OR		JOB										409
		451 W	WEEK										409
	543-42-1801	G4200											
	MEYER,MARVIN W		O.T.		50			50			100	19260	
3	1815 MT HOOD STRE		REG.		800	800	800	800	800		4000	12840	
	THE DALLES OR 97058		JOB										532
		101 W	WEEK										532
	504-56-4711	G4343											
	MITTLEIDER,DENNIS		O.T.		100	200	200	200	150		850	25215	
4	610 SE BARNES AVE		REG.		800	800	800	800	800		4000	16810	
	GRESHAM OR 97030		JOB										886
		109 W	WEEK										886
	505-34-3216	G4375											
	MIZNER,HARLEY V		O.T.									22770	
5	PO BOX 148		REG.		800	800	800	800	750		3950	15180	
	SANDY OR 97055		JOB										599
		202 W	WEEK										599
	334-46-1825	G4380											
	MOHLER,MIKE		O.T.									19260	
6	RT 3 BOX 345		REG.				400				400	12840	
	NEWBURG OR 97132		JOB										51
		101 W	WEEK										462
	532-56-5469	G5193											
	MUNSON,DOUGLAS J		O.T.						50		50	24285	
7	2807 SE 246TH AVE		REG.		800	800	800	800	800		4000	16190	
	CAMAS WA 98607		JOB										659
		801 W	WEEK										659
	540-92-9057	G5200											
	NIEMI,PAT ARNOLD		O.T.						100		100	13485	
8	10325 TETON AVE		REG.		800	800			800		2400	8990	
	TUALATIN OR 97062		JOB										229
		1A5 W	WEEK										229
	534-78-1275	G5400											
	OBRIEN,SHAUN		O.T.					150			150	19260	
9	2202 NE 201 AVE #		REG.		800	800	800	800	800		4000	12840	
	TROUTDALE OR 97060		JOB										542
		101 W	WEEK										542
	544-70-9595	G5680											
	OLSEN,RANDAL P		O.T.				50				50	19260	
10	RT 3 BOX 358		REG.		800	800	800	800	550		3750	12840	
	CORNELIUS OR 97113		JOB										491
		1A5 W	WEEK										491

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			(8) DEDUCTIONS						
(6) OURLY RATE	(7) GROSS PAY	FICA	FEDERAL TAX	STATE TAX	SUI DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS	(9) NET PAY	
23940 15960	74613 74613	5260	14469	4908			24637	49976	1
15360 20240	40960 40960	2888	4668	2247			9803	31157	2
19260 12840	53286 53286	3757	7948	3839			15544	37742	3
25215 16810	88673 88673	6251	17251	6837			30339	58334	4
22770 15180	59961 59961	4227	9117	4197			17541	42420	5
19260 12840	5136 46224	3259		70			3329	42895	6
24285 16190	65974 65974	4651	11304	4796			20751	45223	7
13485 8990	22925 22925	1616	2657	1550			5823	17102	8
19260 12840	54249 54249	3825	8689	4054			16568	37681	9
19260 12840	49113 49113	3462	9460	3719			16641	32472	10

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FORM APPROVED
BUDGET BUREAU
NO. 44-R1093

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U.S. DEPARTMENT

REPORT-WAGE AND HOU

CONTRACTS DIV

CLIENT NO.	CONTRACTOR OR SUBCONTRACTOR	PROJECT#
R7G		8243

ROADWAY CONST

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			HOURS WORKED EACH DAY (4) SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.	(5) TOTAL HOURS	(6) HOURLY RATE	(7) GROSS PAY
	481-62-0591	G5784											
	PARMETER JR,NORMAN		O.T.				50	350	100		500	24285	
1	RT 1 BOX 100		REG.		800	800	800	800	800		4000	16190	
	FOREST GROVE OR97116		JOB										7690
		801 W	WEEK										7690
	543-86-4620	G5840											
	PLAWMAN,DONALD		O.T.									19260	
2	815 N BIRCH ST		REG.					400			400	12840	
	CANBY OR 97013		JOB										513
		101 W	WEEK										513
	538-62-3431	G5850											
	PLUARD,CHARLES		O.T.									19260	
3	PO BOX 5633		REG.						800		800	12840	
	VANCOUVER WA 98668		JOB										1027
		101 W	WEEK										1027
	537-66-1390	G5855											
	PORTER,RICK		O.T.		100	100	100	250	300	950	1800	25560	
4	3003 LITTLER WAY		REG.		800	800	800	800	800		4000	17040	
	VANCOUVER WA 98662		JOB										11416
		809 W	WEEK										11416
	570-58-8968	G5862											
	PORTLOCK,GARY K		O.T.				50				50	23940	
5	8311 NW FRUIT VAL		REG.		800	800	800	800	550		3750	15960	
	VANCOUVER WA 98665		JOB										6104
		209 W	WEEK										6104
	198-14-9739	G6400											
	REAM,OSCAR		O.T.						150		150	20610	
6	7525 N WAYLAND		REG.						800		800	13740	
	PORTLAND OR 97203		JOB										1408
		103 W	WEEK										3813
	562-43-4938	G6610											
	RICHARDS,TESSA		O.T.									11550	
7	18206 SE RIVER RD		REG.		800	800					1600	7700	
	MILWAUKIE OR 97222		JOB										1232
		1A5 W	WEEK										1232
	543-62-5740	G6700											
	ROBINS,STEVEN F		O.T.		150	100	100	100	100		550	23940	
8	4630 SW CAMERON R		REG.		800	800	800	800	800		4000	15960	
	PORTLAND OR 97221		JOB										7700
		209 W	WEEK										7700
	533-88-6067	G6877											
	ROWLAN JR,CHARLES		O.T.									11175	
9	PO BOX 245		REG.		800	800	800				2400	7450	
	SANDY OR 97055		JOB										1788
		451 W	WEEK										1788
	273-50-2470	G6913											
	RUNNELS,BERT		O.T.									19260	
10	12729 S SPANGLER		REG.				400				400	12840	
	OREGON CITY OR 97045		JOB										5136
		101 W	WEEK										3787

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WEEK ENDING DATE	PAGE
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(6) OURLY RATE	(7) GROSS PAY	(8) DEDUCTIONS FICA	FEDERAL TAX	STATE TAX	SUI/ DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS	(9) NET PAY	
24285 16190	76904 76904	5422	14687	5977			26086	50818	1
9260 2840	5136 5136	362	49	176			587	4549	2
9260 2840	10272 10272	724		148			872	9400	3
25560 7040	114168 114168	8049	27885	10015			45949	68219	4
23940 5960	61047 61047	4304	12577	4579			21460	39587	5
0610 3740	14084 38130	2688	2904	1817			7409	30721	6
1550 7700	12320 12320	869	1268	840			2977	9343	7
23940 5960	77007 77007	5429	14721	5988			26138	50869	8
1175 7450	17880 17880	1261	849	651			2761	15119	9
9260 2840	5136 37878	2670	5897	2760			11327	26551	10

[redacted]

THIS SUBSTITUTES: FOR WH 347
FORM APPROVED
BUDGET BUREAU
NO. 44-R1093

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U.S. DEPARTMENT
REPORT-WAGE AND HOU
CONTRACTS DIV

CLIENT NO.	CONT .TOR OR SUBCONTRACTOR	PRC T*
R7G		8243

ROADWAY CONST

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.	(5) TOTAL HOURS (6) HOURLY RATE	(7) GROSS PAY
	544-50-8395	G7493										
	SARGENT,DENNIS		O.T.			50		200	50		30023235	
1	15501 SE HUGH AVE		REG.		800	800	800	800	800		400015490	
No	MILWAUKIE OR 97222		JOB									6893
		451 W	WEEK									6893
	542-62-3418	G7680										
	SEAVEY,WILLIAM		O.T.			50		100			15023235	
2	3523 NE 59		REG.		800	800	800	800	800		400015490	
No	PORTLAND OR 97213		JOB									6544
		451 W	WEEK									6544
	464-68-3529	G7940										
	SESSUMS,BILL		O.T.					150			15024375	
3	4045 47TH AVE NE		REG.		800	800	800	800	800		400016250	
No	SALEM OR 97305		JOB									68656
		209 W	WEEK									68656
	541-96-1596	G8010										
	SHAW,SCOTT		O.T.								19260	
4	21120 S MATTOON R		REG.		800	800	800	800	800		400012840	
No	ESTACADA OR 97023		JOB									51360
		1A5 W	WEEK									51360
	541-84-1624	G8016										
	SMALL,BRICE C		O.T.								19260	
5	9615 SE 43RD CT		REG.		800	800	800	800	800		400012840	
No	MILWAUKIE OR 97222		JOB									51360
		1A5 W	WEEK									51360
	516-90-7992	G8020										
	SHEA,JOHN JOSEPH		O.T.		50	50	50	50	650		85019785	
6	1702 SE TAYLOR		REG.		800	800	800	800	350		355013190	
No	PORTLAND OR 97214		JOB									59685
		101 W	WEEK									59685
	432-98-0026	G8085										
	SKIDMORE,JAMES D		O.T.								19260	
7	8238 SE LEIBE		REG.		750						75012840	
No	PORTLAND OR 97266		JOB									9630
		101 W	WEEK									25038
	544-78-5808	G8118										
	SMALL,NADINE		O.T		50						5020355	
8	13820 SW ELECTRIC		REG.		800	800	800	800	800		400013570	
No	BEAVERTON OR 97005		JOB									55298
		205 A	WEEK									55298
	519-18-3270	G8148										
	SMITH,LLOYD T 254-3528		O.T.		50	150	150	150	50		55023940	
9	8007 N FENWICK		REG.		800	800	800	800	800		400015960	
	PORTLAND OR 97217		JOB									77007
		209 W	WEEK									77007
	533-44-3498	G8150										
	SMITH II,TYSON		O.T.		100	100	100				30026715	
10	20819 SW ZURICH C		REG.		800	800	800	800			320017810	
No	ALOHA OR 97007		JOB									65007
		901 W	WEEK									65007

PR 123-4

RTMENT OF LABOR
E AND HOUR AND PUBLIC
TRACTS DIVISION

WEEK ENDING DATE: 06/16/85

PAGE: 022

		(8) DEDUCTIONS							
(6) OURLY RATE	(7) GROSS PAY	FICA	FEDERAL TAX	STATE TAX	SUI DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS	(9) NET PAY	
23235 15490	68931 68931	4860	12716	5321			22897	46034	1
23235 5490	65446 65446	4614	10036	4466			19116	46330	2
24375 16250	68656 68656	4840	10935	4707			20482	48174	3
19260 12840	51360 51360	3621	10134	3876			17631	33729	4
19260 12840	51360 51360	3621	9534	3743			16898	34462	5
19785 13190	59685 59685	4208	12113	4432			20753	38932	6
19260 12840	9630 25038	1765	2718	1673			6156	18882	7
20355 13570	55298 55298	3899	10715	4019			18633	36665	8
23940 15960	77007 77007	5429	14721	5988			26138	50869	9
26715 17810	65007 65007	4583	11033	4704			20320	44687	10

THIS SUBSTITUTES: FOR WH 347
FORM APPROVED
BUDGET BUREAU
NO. 44-R1093

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[redacted]

PREPARED FOR

U.S. DEPARTMENT OF
REPORT-WAGE AND HOUR AN
CONTRACTS DIVISION

CLIENT NO.	CONTRACTOR OR SUBCONTRACTOR	PROJECT#
RZG		8243

ROADWAY CONST

SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			SUN.	MON.	TUE.	WED.	THUR.	FRI.	SAT.	(5) TOTAL HOURS (6) HOURLY RATE	(7) GROSS PAY
533-46-9610 UPTMOR,VICTOR 105 NE 69TH ST VANCOUVER WA 98665	G8860	O.T.			50	50	350	100		55024660	
1		REG.		800	800	800	800	800		400016440	79323
		JOB									79323
	801 W	WEEK									
535-30-9339 URBAN,DALE 5600 NE 102 ST VANCOUVER WA 98686	G8870	O.T.					150	200	950	130019785	
2		REG.		800	800	800	800	800		400013190	78481
		JOB									78481
	102 W	WEEK									
563-02-2719 WARDLAW,DAVID JAMES 27887 SE COX RD COLTON OR 97017	G9138	O.T.				50	200	100		35024285	
3		REG.		800	800	800	800	800		400016190	73261
		JOB									73261
	801 W	WEEK									
541-64-7702 WEAVER,V SCOTT 1825 SW LOGAN PORTLAND OR 97219	G9148	O.T.		50	50	50	50	50		25024660	
4		REG.		800	800	800	800	800		400016440	71925
		JOB									71925
	801 W	WEEK									
531-36-5643 WEINBENDER,LARRY 8606 NE 9TH VANCOUVER WA 98664	G9154	O.T.								23940	
5		REG.		800	800	800	800	800		400015960	63840
		JOB									63840
	209 W	WEEK									
273-58-4274 WELDON,WILLIAM 7413 N FESSENDEN PORTLAND OR 97203	G9160	O.T.								19260	
6		REG.		750	800					155012840	19902
		JOB									30174
	101 W	WEEK									
541-64-7048 WILLIAMS,JAMES H 4125 NE 9TH PORTLAND OR 97211	G9650	O.T.								11550	
7		REG.		800	800	800	800	800		4000 7700	30800
		JOB									30800
	1A5 W	WEEK									
534-54-4836 WILLIAMS,REED 1806 NE 104TH APT VANCOUVER WA	G9700	O.T.								19260	
8		REG.		800	800	800				240012840	30816
		JOB									30816
	101 W	WEEK									
544-72-0920 WILSON,SHANNON P 4643 SE 52ND PORTLAND OR 97206	G9714	O.T.					50			5024285	
9		REG.		800	800	800	800	800		400016190	65974
		JOB									65974
	801 W	WEEK									
543-74-2064 WILSON,ROBERT N 523 NW EVERETT PORTLAND OR 97205	G9721	O.T.				400	450			850 7500	
10		REG.		400	800	800	800			2800 5000	20375
		JOB									20375
	101 W	WEEK									

PARED FOR

TMENT OF LABOR
AND HOUR AND PUBLIC
ACTS DIVISION

WEEK ENDING DATE
06/16/85

PAGE
023

ADP

		(8) DEDUCTIONS							
6) URLY ATE	(7) GROSS PAY	FICA	FEDERAL TAX	STATE TAX	SUI/ DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS	(9) NET PAY	
660 440	79323 79323	5592	19863	6758			32213	47110	1
785 190	78481 78481	5533	15868	6366			27767	50714	2
285 190	73261 73261	5165	6942	3627			15734	57527	3
4660 6440	71925 71925	5071	12410	5234			22715	49210	4
3940 5960	63840 63840	4501		70			4571	59269	5
9260 12840	19902 30174	2127	2231	1464			5822	24352	6
11550 7700	30800 30800	2171	3017	1868			7056	23744	7
19260 12840	30816 30816	2173	4632	2333			9138	21678	8
24285 16190	65974 65974	4651	10744	4648			20043	45931	9
7500 5000	20375 20375	1436		56			1492	18883	10

THIS SUBSTITUTES: FOR WH 347
FORM APPROVED
BUDGET BUREAU
NO. 44-R1093

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CLIENT NO.	CONTRACTOR C..	SUBCONTRACTOR	PROJECT#
RZG			8243

ROADWAY CONST

	SOC. SECURITY NO. NAME (1) ADDRESS JOB CLASSIFICATION (3)			HOURS WORKED EACH DAY (4					
				SUN.	MON.	TUE.	WED.	THUR.	FRI
	519-24-6496	G9754							
	WOLFF,CLINTON		O.T.				250		
1	2706 LANEWOOD PL		REG.		800		800	800	80
	MILWAUKIE OR 97222		JOB						
no		801 W	WEEK						
	443-60-9943	G9781							
	WOOD,DAVID L		O.T.				50	350	10
2	8400 NE 141ST		REG.		800	800	800	800	80
	VANCOUVER WA 98662		JOB						
no		8A5 W	WEEK						
	545-11-4820	G9794							
	WOODS,WILLIE		O.T.			450		150	
3	2650 NW UPSHUR		REG.			800	700	800	
	PORTLAND OR 97210		JOB						
no		101 W	WEEK						
	541-50-5198	G9807							
	WOODSIDE,JAMES L		O.T.				50		50
4	10606 NE 72ND AVE		REG.		800	800	800	600	800
	PORTLAND OR 98665		JOB						
no		801 W	WEEK						
			O.T.						
5			REG.						
			JOB						
			WEEK						
			O.T.						
6			REG.						
			JOB						
			WEEK						
			O.T.						
7			REG.						
			JOB						
			WEEK						
			O.T.						
8			REG.						
			JOB						
			WEEK						
			O.T.						
9			REG.						
			JOB						
			WEEK						
			O.T.						
10			REG.						
			JOB						
			WEEK						

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U.S. DEPARTMENT OF LABOR
REPORT-WAGE AND HOUR AND PUBLIC CONTRACTS DIVISION

WEEK ENDING DATE 06/16/85

PAGE 024

EACH DAY (4)			(5) TOTAL HOURS	(6) HOURLY RATE	(7) GROSS PAY	(8) DEDUCTIONS						(9) NET PAY	
THUR.	FRI.	SAT.				FICA	FEDERAL TAX	STATE TAX	SUI/ DISABILITY	OTHER DEDUCTIONS	TOTAL DEDUCTIONS		
800	800		250 3200	24660 16440	75624 75624	5331	12326	5223			22880	52744	1
350 800	100 800		500 4000	11175 7450	35389 35389	2495	3118	1935			7548	27841	2
150 800			600 2300	7500 5000	16000 16000	1128	143	367			1638	14362	3
600	50 800		100 3800	25560 17040	69012 69012	4865	9379	4306			18550	50462	4
													5
													6
													7
													8
													9
													10

THIS SUBSTITUTES: FOR WH 347

FORM APPROVED
BUDGET BUREAU
NO. 44-R1093

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4'53

jc STATE COPY cc: OSHD (H[illegible]ter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
SEP -9 '85
REFER TO
Fredrickson
FOR

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Washington	Oregon Cy

IN COMPANY WITH: Dave Jones, Walt Bartel and Marion Craft; OSHD

9/1[illegible]

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-19-85	T. P. Lowe, Area Engineer	F-79(11)

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	40 %	30 %

JUNCTION SUNSET HIGHWAY - JUNCTION PACIFIC HIGHWAY
BEAVERTON-TIGARD HIGHWAY
Paving, Guardrail & Barriers

NOTED
W. E. SCHWARTZ

Inspection of the contractor's asphaltic concrete operation was made on a sister project (217 & Sunset Highway Interchange Project). There was no paving being performed on this project at the time of the inspection; however, the same plant contractor and street operation were paving the above mentioned project. A detailed report of the plant and screed operation is reported on inspection report number 4 on the Beaverton-Tigard Highway Interchange project (FA IX-27-2(17)).

The contractor has paved out about two-thirds of the rotomilled AC surface in the travel lanes. It is anticipated in about three or four days they will have completed paving the rotomilled area and start the base lift.

To date the contractor has produced a good quality asphaltic concrete. The project manager advised the pay factor for material produced to date is about 1.02. Therefore the contractor is in the bonus range at this time.

I plotted the mix design gradation on a 45 power logarithmic curve and found the plot to be a fairly straight line in the area of the No. 40 sieve. Therefore, this mix should not prove to be tender.

We did not have time to inspect the aggregate liming operation occurring at the Cobb quarry; however, the project manager explained the quality control procedure being used, which I found to be satisfactory. Visually, lime could be detected in the aggregate stockpile at the plant site. I will inspect the aggregate liming operation during the next inspection.

- TPL -

Form FHWA-1446A
(Rev. 2-84)

7953

Service made
8-14-85
11 AM
on
[illegible]
as Assistant

L-8731

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

SUMMONS

NOTED
JACK L. SOLLIS

TO: The State of Oregon, Oregon Department of Transportation,
Transportation Building, Salem, Oregon, 97310

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the Complaint filed against you in the above-entitled matter within thirty (30) days from the date of service of this Summons upon you.

If you fail to so answer, the Plaintiff will apply to the Court for the relief demanded in the Complaint on file herein.

NOTICE TO DEFENDANT

READ THESE PAPERS CAREFULLY!

YOU MUST "APPEAR" IN THIS CASE OR THE OTHER SIDE WILL WIN AUTOMATICALLY. TO "APPEAR" YOU MUST FILE WITH THE COURT A LEGAL PAPER CALLED A "MOTION" OR "ANSWER". THE "MOTION" OR "ANSWER" MUST BE GIVEN TO THE COURT CLERK OR ADMINISTRATOR WITHIN 30 DAYS ALONG WITH THE REQUIRED FILING FEE. IT MUST BE IN PROPER FORM AND HAVE PROOF OF SERVICE ON THE PLAINTIFF'S ATTORNEY.

IF YOU HAVE QUESTIONS, YOU SHOULD SEE AN ATTORNEY IMMEDIATELY.

GOLDBERG & MECHANIC

Gene B. Mechanic
By: GENE B. MECHANIC
Attorney for Plaintiff
808 SW Alder St., Suite 200
Portland OR 97205
503/224-2372

RECEIVED
DOT DIRECTOR
AUG 19 '85
REFER TO Sollis
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

9953

DAVE FROHNMAYER
ATTORNEY GENERAL
STATE OF OREGON

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-4400

AUG 9 1985

August 6, 1985

Gene B. Mechanic
Attorney at Law
200 Alder Park Building
800 SW Alder Stret
Portland, Oregon 97208

Re: Public Records Request

Dear Mr. Mechanic:

This constitutes the order of the Attorney General in response to your petition under the Public Records Law, received in this office on July 30, 1985. You seek an order requiring the Department of Transportation to produce copies of the following records:

> "1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.
>
> "2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53."

By letter dated May 13, 1983, we denied a public records request seeking identical information related to another contract. A copy of our May 13, 1983 letter is enclosed.

For the reasons set forth in our May 13, 1983 letter, your request is denied. You may challenge this order by filing suit in the Marion County Circuit Court pursuant to ORS 192.450.

Yours very truly,

DONALD C. ARNOLD
Special Counsel to the
Attorney General

DCA:cm
Enclosure
cc: Robert N. Bothman, Assistant State Highway Engineer
[illegible] Attorney-in-Charge

Ex. C-1

9953

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

August 5, 1985

In Reply Refer To
File No.:

State Senator Nancy Ryles
8360 W. Stark St.
Portland, OR 97229

You asked Bob Bothman the other day about a schedule for the paving of Highway 217. I've attached a copy of a press release which was written August 2 giving the latest details. As you may know, the work was held up for some time because the contractor was not able to find a suitable location for his paving plant but, through the cooperation of the City of Beaverton, that has now been accomplished. I'm sending a copy of this letter with the press release to Larry Cole, since he is very interested in the progress of the project also.

The press release indicates that paving work will start on August 6 and the motorists will soon have a fresh layer of asphalt to drive on. Due to the uncertainties of suitable paving weather in September, we're not certain that we can get the overlay completed this year, but in any case the rough pavement will soon be covered and motorists will have a new surface to drive on through the winter.

If you have any questions about this project, or any others in the area, please feel free to give my office a call at any time.

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
AUG - 6 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc Larry Cole w/attachment
Mayor, City of Beaverton

ELH/cp
bc W. E. Schwartz w/attachment
R. N. Bothman "
Dave Jones "
C. O. Fredrickson "

734-1850

NEWS From the

**OREGON
DEPARTMENT OF
TRANSPORTATION**

METRO REGION
9002 SE McLoughlin Blvd.
Milwaukie, Or. 97222

For More Information Call
Mary Volm 653-3217

For Immediate Release
August 2, 1985

217 OVERLAY PROJECT CONSTRUCTION UPDATE

Paving of Highway 217 between I-5 and the Sunset Highway (Highway 26) is expected to start August 6, weather permitting. It should take approximately 30 days for the asphalt overlay, with crews working a minimum of six days a week with the possibility of work on Sundays. A final lift of asphalt will be applied next spring. In the meantime, motorists will be driving on a new surface this winter.

Delay of the paving work is due to the problem with the aggregate source not meeting State specifications and the inability to locate a site for the asphalt plant. With solutions to both problems in hand, a mix design is expected by August 6 and paving will start immediately.

Motorists can expect one-lane closures throughout the day between 7:00 a.m. and dusk where the crews are paving. Work will start southbound at Denney Road and move in the direction of I-5. They will be paving one lane at a time, starting with the right-hand lane and complete approximately 2 miles of road in one day. The following day, they will return to the same area and complete that section of road on the inside lane. The work will continue southbound until 217 intersects with I-5, then turn around and head northbound towards the Sunset Highway. Once crews reach the Sunset, they will loop back southbound towards Denney Road and complete the loop. This procedure will then be repeated to apply a second lift of asphalt.

It will be necessary to temporarily close on- and off-ramps in the vicinity of the work area for approximately one hour in order for crews to pave in front of the ramp. Motorists are encouraged to move ahead of the work area to the next on-ramp in order to avoid traffic congestion.

Flaggers will be used at ramp closures and on the roadway to allow hauling vehicles access to the work area.

The installation of inlets and drainage pipe is nearly complete. The latex overlay on the Southern Pacific structure should be complete by mid-August. This $5 million project is a joint venture of Roadway/Hatch.

-30-

9953

7-15

CERTIFIED TRUE COPY

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor Organization,

Plaintiff,

v.

THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 85-1962

COMPLAINT UNDER PUBLIC RECORDS LAW FOR DECLARATORY AND INJUNCTIVE RELIEF

Plaintiff alleges:

I

This action is brought pursuant to ORS 192.450. Plaintiff seeks disclosure of public records within the custody of defendant.

II

At all times material hereto, plaintiff John Lund was a Field Supervisor for the International Union of Operating Engineers Local No. 701 AFL-CIO, a labor organization operating within the state of Oregon.

III

Through its highway division, at all times material hereto, defendant is responsible for the construction and maintenance of state highways within Oregon. In meeting this duty, defendant enters into public contracts with construction companies to perform public works within the meaning of ORS 279.348(3).

IV

The hourly rate of wage to be paid by any contractor or subcontractor to workers upon all public works must be not less than the prevailing rate of wage for the same trade or occupation in the locality of the project, as set by the Commissioner of the Bureau of Labor and Industries. The specifications for every contract for a public work entered into by defendant must contain a provision requiring the contractor and subcontractors involved in the project to pay the prevailing rate of wage and to file certified statements with defendant. The certified statements must set forth the hourly rate of wage paid each worker and certify that no worker employed upon such public work has been paid less than the prevailing rate of wage or less the minimum hourly rate of wage specified in the contract.

V

By letter dated July 12, 1985, plaintiff requested that defendant provide plaintiff with copies of the following records (a copy of said letter is attached hereto as Exhibit "A" and is incorporated herein).

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social security numbers for employees of Roadway Constructors, Inc. for

work performed on the Sunset-Pacific Highway project, contract number 99-53.

VI

Plaintiff's letter requested that the records be provided no later than July 19, 1985 by producing copies at plaintiff's office. Defendant has not responded to plaintiff's letter.

VII

On July 29, 1985, plaintiff forwarded a "Petition to Review Denial of Right to Inspect Public Records" to the Attorney General (a copy of this petition is attached hereto as Exhibit "B" and is incorporated herein). The petition was received by the Attorney General's office on July 30, 1985. On August 6, 1985 the Attorney General issued an order denying the petition, (a copy of which is attached hereto as Exhibit "C" and is incorporated herein).

VIII

Plaintiff realleges paragraphs "I" through "VII" above. Defendant's failure to provide plaintiff with copies of the above-mentioned public records or to allow plaintiff to inspect and copy said records violates ORS 192.420, 192.430 and 192.440 and entitles plaintiff to declaratory and injunctive relief.

WHEREFORE, plaintiff prays for the following:

1. That a judgment issue in favor of plaintiff and against defendant declaring that defendant's actions violate ORS 192.420, 192.430 and 192.440;

2. That an injunction issue requiring defendant to provide

plaintiff with copies of the requested public records;

3. That plaintiff be awarded its costs, disbursements and reasonable attorney fees;

4. That the court issue any other relief which it deems to be just and proper.

GOLDBERG & MECHANIC

By Gene B Mechanic
Gene B. Mechanic, OSB #77054
Of Attorneys for Plaintiff

9953

GOLDBERG & MECHANIC
ATTORNEYS AT LAW
200 ALDER PARK BUILDING
606 S.W. ALDER STREET
PORTLAND, OREGON 97205

STEVEN GOLDBERG
GENE B. MECHANIC
ALICE GOLDSTEIN*

TELEPHONE
(503) 224-2372

* MEMBER OREGON AND WASHINGTON BARS

July 29, 1985

Mr. Dave Frohnmayer
Attorney General
State of Oregon
Justice Building
Salem, OR 97310

CERTIFIED MAIL
RECEIPT NO. P 541 009 974

RE: Petition to Review Denial of Right to Inspect State Public Record Under ORS 192.450

Dear Mr. Frohnmayer:

Enclosed herewith is a Petition to Review Denial of Right to Inspect Public Record. In accordance with ORS 192.450(1), please respond within seven days of receipt.

Thank you for your consideration.

Sincerely,

Gene B. Mechanic

GENE B. MECHANIC

GBM/sb
Enclosure
cc: John Lund
Records Custodian, Oregon Department of Transportation

Ex B-1

PETITION TO REVIEW DENIAL OF RIGHT TO INSPECT STATE PUBLIC RECORDS UNDER ORS 192.450

The International Union of Operating Engineers Local 701 hereby requests the Attorney General of the State of Oregon to order the Oregon Department of Transportation and its employees to produce certified copies of the following records in accordance with the Public Records Law, ORS 192.410 et. seq.:

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, contract number 98-65.

2. Wage certifications showing names, addresses and social securtiy numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, contract number 99-53.

Copies of these records were requested by John Lund, Field Supervisor for the International Union of Operating Engineers Local 701, by letter dated July 12, 1985, to the Records Custodian, Oregon Department of Transportation, Transportation Building, Salem, Oregon, 97310 (copy attached). Mr. Lund asked that the records be provided by no later than July 19, 1985 by producing copies at the Union office. The Oregon Department of Transportation has not responded to Mr. Lund's letter.

There is no legitimate basis for denying Mr. Lund's request. He is seeking wage certifications which the above general contractors must file with the Department of Transportation, with certified copies to the Commissioner of the Bureau of Labor and

Ex. B-2

Industries, pursuant to ORS 279.354. He is not seeking any other wage information in the office the contractor to which the Commissioner may have access under ORS 279.355 and which may not be open to public inspection.

As support for disclosure, we refer you to International Brotherhood of Electrical Workers Local 41 v. U.S. Department of Housing and Urban Development, 593 F. Supp. 542 (D. D.C. 1984), affirmed _____ F2d _____ (D.C. Cir. 42685 No. 84-5610); Kotalski v. Mt. Hood Community College, 82 Or App 452 (1983); Morrison v. School District No. 48, 53 Or App 148 (1981).

Respectfully submitted,

Gene B. Mechanic

Gene B. Mechanic
Attorney for International Union
of Operating Engineers Local 701

Ex. B-3

9953

INTERNATIONAL UNION OF OPERATING ENGINEERS/LOCAL 701
1529 S.W. 12th AVENUE • PORTLAND, OREGON 97201 • TELEPHONE (503) 226-3551
Affiliated with AFL-CIO

DEAN WEAR
Business Manager and
Financial Secretary

July 12, 1985

Records Custodian
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

RE: Request for Records Under Public Records Law

Dear Records Custodian:

We hereby request that you provide certified copies of the following records in accordance with the public records law, ORS 192.410 et. seq.:

1. Wage certifications showing names, addresses and social security numbers for employees of Roadway/Hatch, a joint venture, for worked performed on the Beaverton-Tigard interchange, number 98-65.

2. Wage certifications showing names, addresses and social securtiy numbers for employees of Roadway Constructors, Inc. for work performed on the Sunset-Pacific Highway project, number 99-53.

Please provide this information by no later than July 19, 1985 by producing copies at the office of the International Union of Operating Engineers Local 701. Of course, we will pay for reasonable costs of copying. If you wish to have the union pick up the documents, we will be pleased to do so.

Very truly yours,

John Lund
Field Supervisor

JL/sb
cc: Edward Hardt
Gene B. Mechanic

Ex. A

4121 SIXTH AVENUE NORTHWEST SEATTLE, WASHINGTON 98107 TELEPHONE (206) 783-8400

charles r. watts company

June 4, 1985

Department of Transportation
Highway Construction Division
1158 Shemeketa Northeast
Salem, OR 97310

MATERIALMEN'S NOTICE TO OWNER AND GENERAL CONTRACTOR

Gentlemen:

You are here by notified that the undersigned has commenced to furnish materials or supply equipment to be used upon the following described real porperty:

ELKHEAD AT RICE HILL PROJECT (#9930)
SUNSET HWY AT PACIFIC HWY PROJECT(#~~9935~~) 99
(in Washington and Douglas Counties, State of Oregon)

That said materials, supplies, or equipment are being furnished at the request of Hamilton Construction, Springfield, OR, who are subcontractors to Wildish Companies, Eugene, OR, is ordering the same as your contractor and agent and that a lien may be claimed for all materials, supplies, or equipment furnished by the undersigned for use thereon.

The first materials, supplies, of equipment were delivered by the undersigned on the 29th day of May, 1985.

A description of the character of the materials, supplies, of equipment to be furnished is as follows:

DOW LATEX MODIFIER A (in bulk)

This notice is sent to you as the owner, or reputed owner, of the premises which said materials, supplies, or equipment are to be used in compliance with the laws of the State of Oregon, set forth in RCW 60.04.020.

Sincerely,

Charles R. Watts Company
4121 6th Avenue Northwest
Seattle, Washington 98107

By: Sandy Findlay
Credit Manager

Sandy Findlay

RECEIVED
JUN 05 1985
CONSTRUCTION SECTION
OM
UF
CA
M
EO
LS TC
SA CC
FE CP
FOQ
OCS
FILE

RECEIVED
JUN 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp nec.

GRINDING IN LIEU OF LEVELING
AC PAVEMENT

ADVANTAGES	DISADVANTAGES
Uniform base profile	May cut more at old patched weak areas
Eliminates wheel ruts differential compaction	Requires more dig-outs
Greater depth of "new uniform pavement"	Requires timely levelling
Saves on shoulder (rock & AC) quantities	Possibly less overall strength

Reduces:

1. Height at bridge ends
2. Guard rail adjustments

Improves:

1. Use of roadway width on high fills
2. Use of clearances at Undercrossings
3. Curb height in Urban Areas

Saves money

Helps identify weak areas

04172M

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

1P 100%

PROJECT NAME (SECTION) Jct. Sunset Highway-Jct. Pacific Highway		CONTRACT NO. 9953
HIGHWAY Beaverton-Tigard	COUNTY Washington	PREFIX 134-1021
CONTRACTOR'S NAME AND ADDRESS Roadway Constructors Corp./R.A. Hatch Co. 3500 SW Bond Portland, OR 97201		F. A. PROJECT NO. F-79(11) PRICE AGREEMENT NO. 3

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

I. Revise typical sections as per attached drawing (2 Revised) (Marked "Attachment A") HB

II. Cold plane the existing pavement to profile (maintain travel lanes).

III. Reduce the estimated asphalt paving quantity (approximately 8,000 tons leveling asphaltic concrete).

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3003A	Cold Plane Pavement Removal	225,000	Sq.Yd.	$0.38	$85,500.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 85,500.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Applicable OSHD Standard Specifications and Special Provisions to apply. Cold plane pavement removal will be done in accordance with Section 204 of the Standard Specifications. Payment for rotomilling will be made under this price agreement. Payment for other items will be at contract unit prices.

r.k.
Ken Kammel

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Patrick J. 3/25/85
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE
David L. Jones 3/25/85

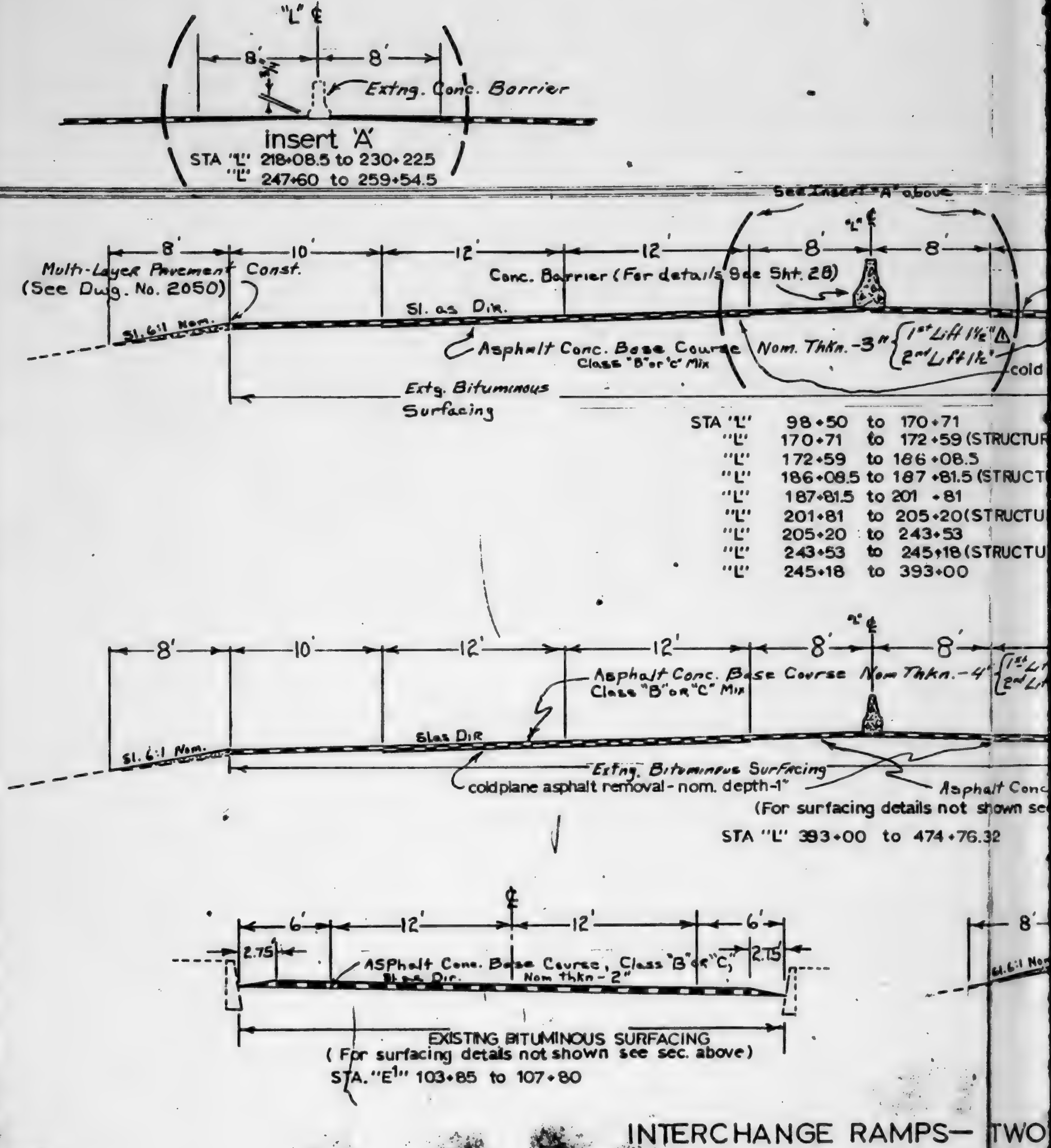
APPROVAL RECOMMENDED [redacted] BY REGION DATE
3-26-85

NOTED OR APPROVED BY CONSTRUCTION DATE
4-1-85

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

655

TY I CAL SECTIO


"L" ℄
8'
8'
Extng. Conc. Barrier
insert 'A'
STA "L" 218+08.5 to 230+225
"L" 247+60 to 259+54.5
See Insert 'A' above
8'
10'
12'
12'
"L" ℄
8'
8'
Multi-Layer Pavement Const.
(See Dwg. No. 2050)
Conc. Barrier (For details See Sht. 28)
Sl. 6:1 Nom.
Sl. as Dir.
Asphalt Conc. Base Course
Class "B" or "C" Mix
Nom. Thkn. -3"
1st Lift 1½"
2nd Lift 1½"
cold
Extg. Bituminous
Surfacing
STA "L" 98+50 to 170+71
"L" 170+71 to 172+59 (STRUCTUR
"L" 172+59 to 186+08.5
"L" 186+08.5 to 187+81.5 (STRUCT
"L" 187+81.5 to 201+81
"L" 201+81 to 205+20 (STRUCTU
"L" 205+20 to 243+53
"L" 243+53 to 245+18 (STRUCTU
"L" 245+18 to 393+00
8'
10'
12'
12'
"L" ℄
8'
8'
Asphalt Conc. Base Course Nom Thkn. -4"
Class "B" or "C" Mix
1st Li
2nd Li
Sl. 6:1 Nom.
Sl. as Dir
Extng. Bituminous Surfacing
coldplane asphalt removal - nom. depth-1"
Asphalt Conc
(For surfacing details not shown se
STA "L" 393+00 to 474+76.32
℄
6'
12'
12'
6'
2.75'
2.75'
Asphalt Conc. Base Course, Class "B" or "C",
Sl. as Dir.
Nom thkn - 2"
EXISTING BITUMINOUS SURFACING
(For surfacing details not shown see sec. above)
STA. "E1" 103+85 to 107+80
8'
Sl. 6:1 Nom

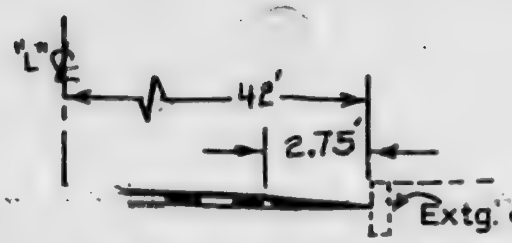
INTERCHANGE RAMPS— TWO

TIONS

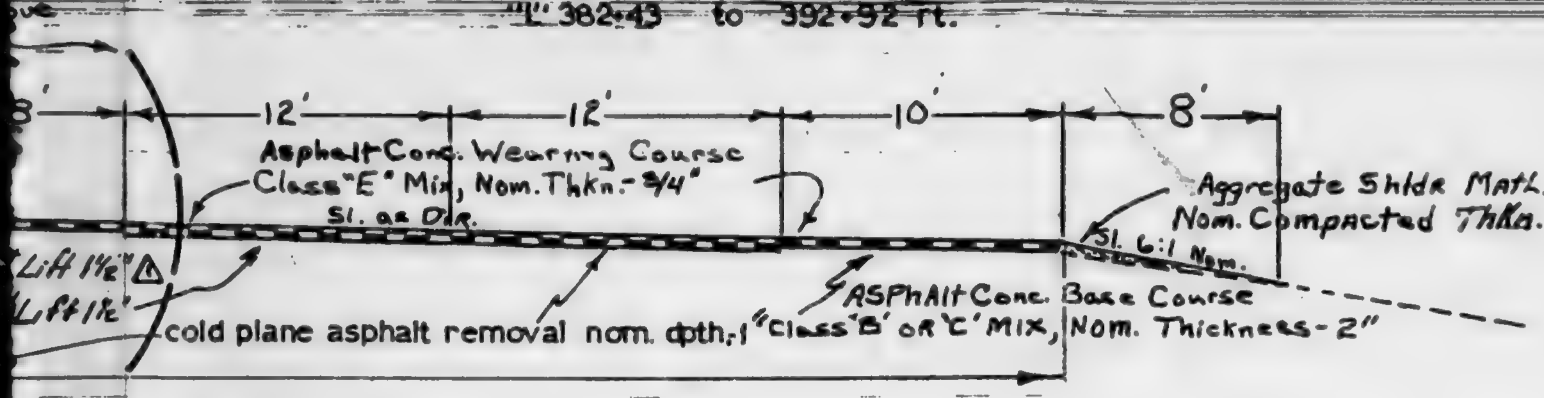
JCT. SUNSE[illegible] HWY.-JCT. PAC. HWY. SEC. Beavert[illegible] tigard highway Washington County				SHT. 2
Fed. Rd. Div	state	proj no.		
10	OREGON	F-79(11)		

△ Rev. 3-25-85

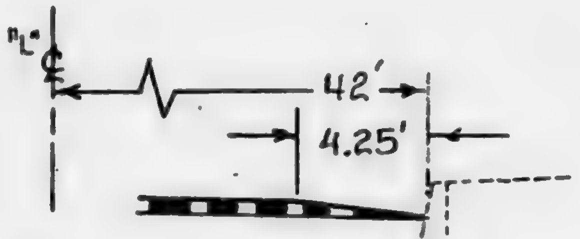
"Attachment A"
Price Agreement #3
OSHD Contract 9953
HG


"L" ℄
42'
2.75'
Extg. curb Lt. or Rt.

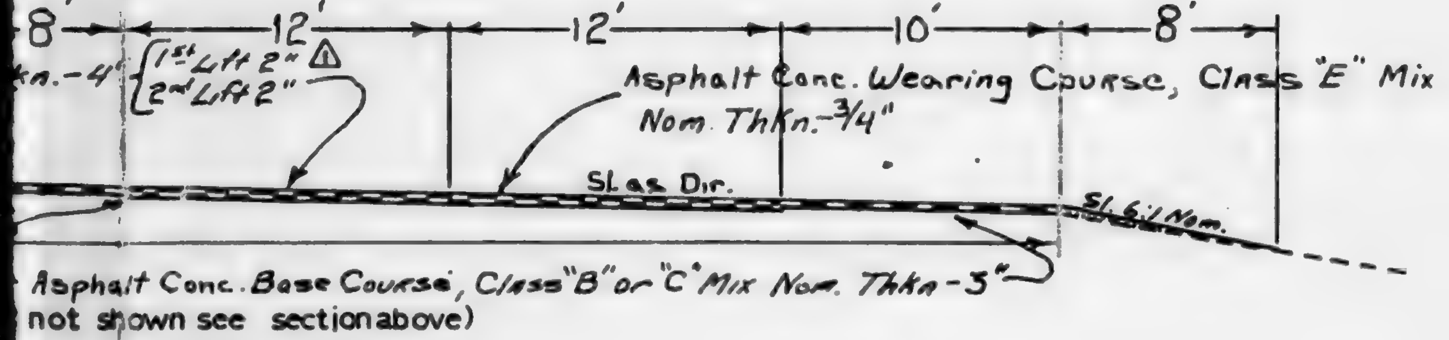
STA 'L' 98+50 to 115+00 lt.& rt.
"L" 115+00 to 135+00 lt.
"L" 284+03 to 300+00 lt.
"L" 300+00 to 310+10 lt.& rt.
"L" 381+00 to 382+43 rt.
"L" 382+43 to 392+28 lt.
"L" 382+43 to 392+92 rt.


8'
12'
12'
10'
8'
Asphalt Conc. Wearing Course
Class "E" Mix, Nom. Thkn.-3/4"
Sl. as Dir.
Aggregate Shldr. Matl.
Nom. Compacted Thkn.-Var.
Sl. 6:1 Nom.
Lift 1½" △
Lift 1½"
cold plane asphalt removal nom. dpth.-1"
ASPhalt Conc. Base Course
"Class B" or "C" MIX, Nom. Thickness-2"

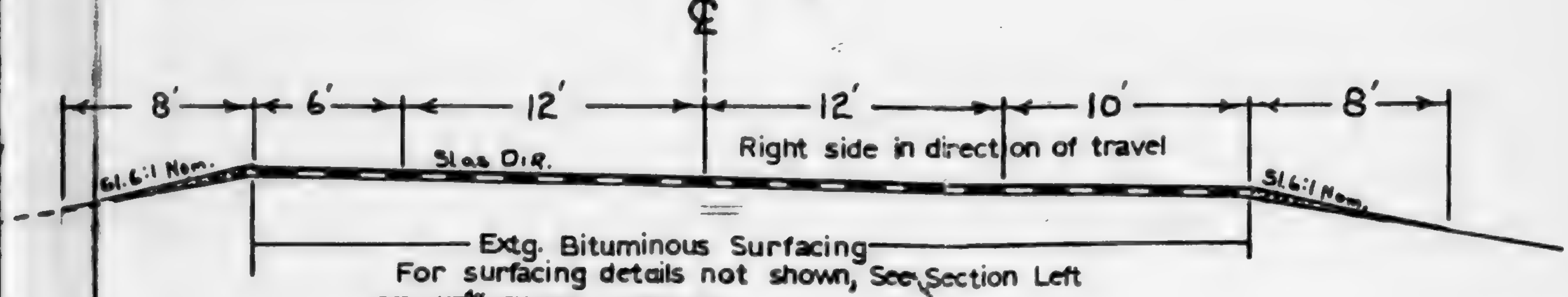
+71
+59 (STRUCTURE)
+08.5
+81.5 (STRUCTURE)
+81
+20 (STRUCTURE)
+53
+18 (STRUCTURE)
+00



STA "L" 394+57 to 411+15, rt.


8'
12'
12'
10'
8'
kn.-4"
1st Lift 2" △
2nd Lift 2"
Asphalt Conc. Wearing Course, Class "E" Mix
Nom. Thkn.-3/4"
Sl. as Dir.
Sl. 6:1 Nom.
Asphalt Conc. Base Course, Class "B" or "C" Mix Nom. Thkn-3"
not shown see section above)

74+76.32


℄
8'
6'
12'
12'
10'
8'
Right side in direction of travel
Sl. 6:1 Nom.
Sl. as Dir.
Sl. 6:1 Nom.
Extg. Bituminous Surfacing
For surfacing details not shown, See Section Left

STA. "F1" 171+50 to 186+50
"F2" 173+65 to 187+00

S— TWO LANE, ONE WAY

HIGHWAY DIVISION

COST ESTIMATE

PREPARED BY Dennis S. Carlson	DATE 3/22/85	PROJECT NAME (SECTION) Jct. Sunset Hwy.-Jct. Pacific Hwy.	CONTRACT NO. 9953
COST ESTIMATE APPROVED	DATE 3-26-85	HIGHWAY Beaverton-Tigard Highway COUNTY Washington	PREFIX 134-1021
		COST ESTIMATE FOR Cold Plane Pavement Removal TO ACCOMPANY PA # 3	F.A. PROJECT NO. F-79(11)

	ITEM DESCRIPTION	UNIT	MATERIAL AND EQUIPMENT QUANTITY	UNIT COST	MATERIAL AMOUNT	EQUIPMENT AMOUNT Owner or Rental	EQUIPMENT AMOUNT "Blue Book"	LABOR QUANTITY	LABOR UNIT COST	LABOR AMOUNT
1	Cold planing of the travel lanes and cost for the operation was discussed with Mark Wills in Cost Analysis Unit. He									
2	gave a range of 0.50 to 1.00 $/sq. yd.. The contractors 0.38 $/sq. yd. is therefore justified.									
3	225,000 sq. yd. (.38) = 85,500.00.									
4										
5										
6	Original main line class 'B' or 'C' AC paving =									61,930 Tons
7	Revised main line paving quantity based on revised new typical section and cold planing =									52,290 Tons
8	Net decrease =									9,640 Tons
9	Approximate composite price of AC per bid prices is $24.81/Ton.									
10	Savings in AC = 24.81 (9,640) =									239,168.40
11	Less cost of grinding =								-	85,500.00
12	Net savings to contract =								$	153,668.40

ATTACHMENTS

☐ Equipment Rental Rate Determination, form 734-1861
☐ Wage Determination, form 734-1870
☐ Other (explain)

SUB-TOTALS	A		B		C		D	
ALLOWANCES—Material (A x 15%); Equipment (B x 15%); Labor (D x 20%)	E		F				G	
TOTALS—Material (A + E); Equipment (B + C + F); Labor (D + G)	H		I				J	
MATERIAL, EQUIPMENT AND LABOR TOTAL (H + I + J)							$	

SHEET OF

REMARKS—(Description of Work, Assumed Production Rates, Special Conditions)

Cost below unit bid prices. o.k.

Contract 9953- PA 3

Unit bid prices for cold planing in this quantity range from $\$0^{\underline{85}}$ to $\$1^{\underline{00}}$ + /square yard. Contractor wants $\$0^{\underline{38}}$.

Costs for levelling are generally $\$1^{\underline{00}}$ to $2^{\underline{00}}$ / ton more than regular paving. At $\$1^{\underline{50}}$/ton difference, the contractor has a gross item cost of $\$12^{\underline{25}}$/ton, or he recognizes a net gain of $\$0^{\underline{25}}$/ton for the 72,400 tons he is still to place, or \$18,100.

\$18,100 ÷ 225,000 s.y. = $\$0^{\underline{08}}$ / sq. yd. cost for deleting 9,600 tons of levelling.

Value of cold planing = $\$0^{\underline{38}} + 0^{\underline{08}}$ = $\$0^{\underline{46}}$/s.y., which is still much less than the avg. bid price. Also reduces total contract cost.

o.k. Ken Kamool 4-1-85

Value of asphalt in cold planed material:

assume avg. $\frac{3}{4}$" planing.

225,000 s.y. × 0.75 × 9 s.f./s.y. × 0.006 = 9,112 tons of planed material

Assume 5% asphalt = 456 tons asphalt @\$167 = \$76,150
Assume value of rock in mix is negated by handling & crushing costs.
Deduct 10 mile haul for salvaged material @ $\$0^{\underline{10}}$/ton mile = \$9,112

Gain to contractor = $\dfrac{76{,}150 - 9{,}112}{225{,}000}$ = $\$0^{\underline{30}}$/s.y.

Total contractor income = $0^{\underline{46}} + 0^{\underline{30}}$ = $\$0^{\underline{76}}$

Lower than normal bid costs.

Ken Kamool
4-2-85

U.S. Department of Transportation
Federal Highway Administration

STATE COPY **INSPECTION REPORT**

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 1 '85
REFER TO
cy Fredrickson
5/2
FOR
Info Inves R/D D/R Sign Act File

REGION NO. 10	REPORT NO. 1	COUNTY Washington	DIVISION Oregon
IN COMPANY WITH Al Harwood, Marion Craft, Dave Jones, OSHD			
DATE OF INSPECTION 4/23/85	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-79(11)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 8 %	WORK COMPLETED 2 %

JUNCTION - SUNSET HIGHWAY - JUNCTION PACIFIC HIGHWAY
BEAVERTON TIGARD HIGHWAY
Paving, Guardrail, and Barrier

This project provides for overlaying the subject section four-lane freeway with asphaltic concrete. Also, GM-type median barrier will be replaced the entire length of the route and side guardrail would be brought up to current standards. Some drainage work is necessary in conjunction with the GM median barrier.

The contractor started the transverse drainage for GM median barrier a few days before this review. The contractor is working 6 AM to 2:30 PM shift. Traffic congestion during the morning rush has been substantial.

During the location phase the State analyzed various methods of minimizing obstruction to traffic during the construction of this project. They considered three alternatives as follows:

1. Require two lanes of traffic in each direction during the morning and evening peaks.
2. Require two lanes of traffic during construction during the predominately daylight hours. (This would require night time paving.)
3. Allow the contractor to close one lane of traffic in either direction during construction.

The traffic on this section of roadway varies between 60,000 and 82,000 ADT. There is a little directional AM and PM peak period, in fact the traffic peaking is not particular significant on this urban freeway. From the information available, the State determined that restricting construction during the morning and evening peak or during the daylight hours would ease the traffic congestion

(continued)

*U.S. GPO: 1985-494-568

somewhat but would require the contractor a longer period of time to complete the work. They felt the overall user cost would probably be about the same while the construction costs would be considerably more. Therefore, the State elected to allow the contractor one lane closure in either direction at his option during the construction. This is for the asphaltic concrete. The conctract does contain time restrictions for lane closures for the PCC bridge deck overlays.

A meeting was held with the above mentioned persons in the Region 1 Office to explore possible ways to further minimize the inconvenience to the traveling public during construction of this project. Numerous alternatives were explored including revising of the construction staging plans. This group felt after considerable study that the construction staging plans could be modified somewhat to maintain two lanes of traffic during most of the paving operation and most of the grinding operation. Further, we decided to negotiate with the contractor to see if it would be advantageous to him to perform the grinding so that the lane closures that are necessary during grinding can occur during the off-peak hours. The State will hold a meeting with the contractor as soon as possible to explore some of these ideas and determine what, if any, his extra costs would be.

In general, I agreed that FHWA would participate in any additional traffic control work necessary to reduce the inconvenience to the traveling public. Also, FHWA may participate in additional supportable contractor costs to revise his working schedule to further minimize user costs. However, FHWA would limit this increased cost to an estimate of the user costs' savings resulting from any such scheme.

This matter will be further addressed as soon as the State has had an opportunity to meet with the contractor and further refine a scheme to reduce traffic congestion during construction.

#########

April 3, 1985

Roadway Constructors Corp.
and R. A. Hatch Co., A JV
P. O. Box 6179
Bend, OR 97708

CON 5

#9953

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9953 for work on the Junction Sunset Highway-Junction Pacific Highway on the Beaverton-Tigard Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

aip

Enclosure

cc: The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3625
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Dave Jones

ROADWAY/HATCH JOINT VENTURE
4200 S.W. Mercantile
Bldg. F, Suite 730
Lake Oswego, OR 97034
(503) 635-8191

February 12, 1985

State of Oregon
Office of Commission Services
Room 121
State Transportation Building
Salem, Oregon 97310

REF: Paving, Guard Rail and Barrier
Jct. Sunset Highway - Jct. Pacific Highway Sec.
Beaverton-Tigard Highway
Washington County

Gentlemen:

Pursuant to the Supplemental Required Contract Provisions, SP0.2B, Section 5, Paragraph 2 for the referenced project, we are submitting the following companies for MBE/DBE participation.

Kaspac Corporation, The
2420 S.E. Clatsop
P. O. Box 02178
Portland, OR

Bid Items	Amount
11	$ 550.00
13	36,000.00
49 & 50	15,672.60
54	5,845.50
61	5,107.50
62	12,042.00
TOTAL	$75,217.60

Dirt and Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

RECEIVED
FEB 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
FEB 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

Bid Items	Amount
2	$ 5,000.00
39	60,669.00
40	750.00
41	5,775.00
42	4,950.00
43	640.00
44	1,955.00
45	450.00
46	19,933.75
56	5,000.00
57	4,800.00
58	1,200.00
TOTAL	$111,122.75

TOTAL MBE/DBE Participation is $186,340.35.

If any additional information is required, please advise.

Very truly yours,

ROADWAY/HATCH JOINT VENTURE

Robert L. Pyritz
Executive Vice President

RLP:hj

RECEIVED
FEB 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
FEB 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9955

1-11-85

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as)
Field Supervisor for the)
INTERNATIONAL UNION OF OPERATING) No. 85-1962
ENGINEERS LOCAL NO. 701,)
AFL-CIO, a Labor Organization,) AFFIDAVIT IN SUPPORT OF
) PLAINTIFF'S CROSS-MOTION
Plaintiff,) FOR SUMMARY JUDGMENT
v.)
)
)
THE STATE OF OREGON, DEPARTMENT)
OF TRANSPORTATION,)
)
Defendant.)

STATE OF OREGON)
) ss.
County of Multnomah)

I, GENE MECHANIC, being first duly sworn do hereby depose and say:

1. I am an attorney duly admitted to practice before this court and represent the plaintiff herein. I submit this affidavit in support of plaintiff's cross-motion for summary judgment.

2. This action is brought pursuant to the state public records law. Plaintiff seeks disclosure of weekly payroll statements for two federal-aid highway projects currently being undertaken by defendant (Beaverton-Tigard Interchange and Sunset-Pacific Highway projects). Under 29 CFR Part 23 and the contracts between defendant and the prime contractors for each project, the prime contractors must provide defendant with a certification that the prevailing wages for federal aid highway

projects, as determined by the U.S. Secretary of Labor, are being met. The contractor must also provide defendant with a payroll statement showing the names of each employee and their social security numbers, addresses, job classifications, hours worked and wages paid.

3. Plaintiff filed the complaint in this case based upon the understanding obtained from the State Attorney General's Office that these two projects were state public work projects, not federal-aid highway projects. In 1983, the Attorney General denied a request from my office for certified payrolls on a project similar to the two involved in this case, stating that these wage certifications were furnished to the Department of Transporation as required by the State prevailing wage law, ORS 279.350. The Attorney General then concluded that the state prevailing wage law exempts public disclosure of certified payrolls.

4. Correctly anticipating this same reasoning, the petition to the Attorney General seeking certified payrolls on the two projects at issue here presented a short statement challenging the position that the state prevailing wage law prohibits disclosure. In rejecting plaintiff's petition, the Attorney General did, in fact, indicate that the records requested were maintained pursuant to state prevailing wage law (First Amended Complaint Exhibit C).

5. After plaintiff was forced to file this lawsuit to obtain the records, defendant then notified plaintiff that the

projects for which the records were requested were not state public work projects but, rather, federal-aid highway projects. After proceeding through discovery, plaintiff confirmed the accuracy of defendant's belated information that the records were maintained pursuant to the federal Davis-Bacon Act.

6. Plaintiff submitted a supplemental petition to the Attorney General stating that these records are maintained under the federal Davis-Bacon Act, with the hope that the defendant would decide, upon reflection, that its refusal to supply the records was improper (First Amended Complaint, Exhibit D).

7. In a response dated December 13, 1985, the Attorney General agreed that plaintiff was entitled to the records requested, with the deletion of the employees' social security numbers (First Amended Complaint, Exhibit E). However, defendant has not agreed to release certified payrolls on projects subject to prevailing federal wage laws in the future. Nor has defendant been willing to pay plaintiff's attorney fees and costs.

Gene Mechanic

Gene Mechanic

SUBSCRIBED AND SWORN to before me this 16th day of January, 1985.

Teresa C. Platts

Notary Public for Oregon

My Commission Expires: 4/24/89

IN THE CIRCUIT COURT FOR THE STATE OF OREGON

FOR THE COUNTY OF MARION

JOHN LUND, in his capacity as Field Supervisor for the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701, AFL-CIO, a Labor organization,	NO. 85-1962
Plaintiffs,	CERTIFICATE OF SERVICE BY MAIL
v.	
THE STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,	
Defendant.	

I hereby certify that I served the foregoing AFFIDAVIT on the following attorney on the 16th day of January, 1986, by mailing to said attorney a true copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney's last known address, and deposited in the post office at Portland, Oregon on said day:

WILLIAM F. CLORAN
ASSISTANT ATTORNEY GENERAL
450 JUSTICE BUILDING
SALEM OR 97310

Gene Mechanic
GENE MECHANIC

RECEIVED
JAN 17
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9953

Con 21-6
Beaverton
Tigard

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-79(11)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

12-27-84

4. PROGRAM NO.

5. ITEM NO. 40068

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 15 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. Walt 1/16

7. DATE AUTHORIZATION EFFECTIVE 12/27/84	8. FEDERAL ROUTE NUMBER Primary 79	9. STATE ROUTE NUMBER Secondary 144

10. GENERAL LOCATION:

Junction Sunset Highway - Junction Pacific Highway (Beaverton - Tigard Highway)

11. GENERAL DESCRIPTION OF WORK

Overlay and concrete median barrier

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 12/13/84

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 12/21/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $5,588,958; Federal Funds $4,926,665.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 12/27/84	15. SIGNATURE OF APPROVING OFFICIAL CKChristianson	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9T-2

CON 21-6
Beav-Tgd.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-79(10)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-27-84

4. PROGRAM NO.

5. ITEM NO. 40068

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10/22/84	Primary 79	Secondary 144

10. GENERAL LOCATION:

Sunset Highway - Pacific Highway (I-5)

11. GENERAL DESCRIPTION OF WORK

Change name of project

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
X☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 10/19/84 the program change to correct the name of the subject project is approved as follows:

Change to: Sunset Highway - Pacific Highway (I-5).

RECEIVED
STATE HWY ENGR
OCT 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
10/30

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
10/29/84	G. K. Hassner	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

911·

CON 2-6
[illegible]
7d.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

October 25, 1984
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-79(10)
Sunset Highway - Pacific Highway Section
Beaverton - Tigard Highway
Washington County

Your proposed salvage credit for guardrail (Mr. Adams' October 22, 1984, letter) has been reviewed. This will confirm prior verbal concurrence and we agree that salvage of this material is in the best public interest.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (D R Adams)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
OCT 26 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

[illegible]

ON 21-6
B[illegible] -
Tigard

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 22, 1984

In Reply Refer to
File No.:
DES 16

RECEIVED
STATE HWY ENGR
OCT 23 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Mr. Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. NE
Salem, OR 97310

Jct. Sunset Hwy.-Jct. Pacific Hwy
Beaverton-Tigard Hwy.
Washington County

We propose to require the Contractor on this project to remove the existing metal median barrier and portions of the existing guard rails. The Contractor will be permitted to use any part of the removed material which meets current standards in the construction of new guard rail. It is anticipated there will be an excess of 77,102 linear feet of guard rail.

We will specify any unused rail members and hardware remain the property of the State. Posts and blocks are excluded as salvage items. The Contractor will stockpile the salvaged material in the Wilsonville stockpile site.

The project will be credited in the amount of $0.073 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware - $0.022 per pound.
2. Extra cost to the Contractor for hauling and stockpiling in the maintenance yard - $0.051.

It is anticipated that the only unused material will be rail members and hardware. The estimated quantities and costs are:

514,528 lbs. @ $0.073	$37,560.54
Total	$37,560.54

Form 734-3122

Initially, the project will be credited for $37,560.54. The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the stockpile site is determined.

This proposal has been discussed and tentatively approved by Mr. Glenn Hossner of the FHWA.

We solicit your concurrence, that it is in the Public's interest to salvage this material.

J. H. Versteeg
Road Design Engineer

By

Donald R. Adams, PE
Final Design Engineer

cc: E. S. Hunter
R. L. Schroeder
Gary Potter
E. L. Hardt
S. H. Macnab
K. J. Dayton

DRA:KJD:mg

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 19, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 40068
Project No. F-79(10)
Sunset Hwy.-Pacific Hwy. W. Section
Beaverton-Tigard Highway
Washington County

I request your approval to change the name of the project to Sunset Hwy.-Pacific Hwy. (I-5). The present name is in error as the data previously submitted was for the Section Sunset Hwy. - Pacific Hwy. (I-5). No other changes are required.

DRH:pf

cc: General Files

99-3

CON 21-6
Reav. -
Sgd.
Recon.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: September 25, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40068
Project No. FR-79(11) overlay, barrier
Jct. Sunset Hwy.-Jct. Pacific Hwy. (Unit 1) Sec.
Beaverton-Tigard Highway
Washington County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids on this project on October 25, 1984.

DRH:bkb
Attachments
cc: E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
General Files

Form 734-3122

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F 79(10) CON 21-6

2. STATE PROJECT NO. See below Beav.- Tgd.

2A. COUNTY NAME Washington

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-15-83

4. PROGRAM NO.

5. ITEM NO. 40068

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE 12-15-83

8. FEDERAL ROUTE NUMBER Primary 79

9. STATE ROUTE NUMBER Secondary 144

10. GENERAL LOCATION:
Sunset Highway-Pacific Highway West, (Beaverton-Tigard Highway)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ xx PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including utility preparatory work TEC $52,000 FF $45,838

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 12-8-83

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
12/22

14. DATE 12-15-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

File #10224

SEE INSTRUCTIONS ON REVERSE

PROJE PROSPECTUS
PART 4 — SURVEY AUTHORITY

Washington Co

KEY ID# 829 ~~88028~~

REGION Metro

SECTION Sunset Hwy. - Pacific Hwy.

Hwy #144 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 134-1924

DATE 9-20-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 20,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 5,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		4,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		400	937 HYDRAULICS		500
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN		1,500	922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		1,000
910 REGION GEOLOGIST		1,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		4,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		500			
						TOTALS	$ 200,000	$ 52,000
						PREVIOUS AUTHORIZATION		$
						ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F 79(10)

LOCATION ENGINEER'S REMARKS

State to prepare plans, specifications and determine cost estimate for an overlay, remove existing median guard rail and replace with concrete median barrier.

This work is to be done on Highway 217 between the Sunset and Pacific Highways.

Length: 7.44

1 Versteeg
Anderson
Cy Adams to Bud
Cy Macnab
2 Stoudenmeyer TE
Terpin
3 Trout VT
Cy Wakefield

RECEIVED
JAN 04 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

On Prelim HIP

PREPARED BY E.J. Dunn	DATE 9-20-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/1/83
RECOMMENDED, REGION ENGINEER X	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E G Hunter	DATE 10-31-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-15-83	

734-1914 (7-82)

File #10224

PROJEC, PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 824 00828

SECTION Sunset Highway-Pacific Highway

REGION Metro

STATE HIGHWAY # 144

HIGHWAY NAME Beaverton Tigard

MILE POST FROM 0.00 TO 7.44

LENGTH 7.44

☒ URBAN
☐ RURAL

CITY Beaverton and Tigard

COUNTY Washington

ROAD/STREET NAME

ROUTE # OR 217

FEDERAL AID # FAP 79

APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 200
RIGHT OF WAY		$ —
ROADWAY	$ 1,843	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 60	
Safety Features	$ 395	
40% ENGINEERING & CONTINGENCIES	$ 895	
TOTAL CONSTRUCTION		$ 3,133
TOTAL ESTIMATE		$ 3,333

PROJECT DATA		
GRADING	(✓)	X
PAVING	(✓)	X
STRUCTURES	(✓)	
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
Median Barrier		X
ENVIRONMENTAL CLASS	(1,2,3)	~~03~~ 02
DESIGN CATEGORY	(1-7)	03
WORK TYPE	(1-12)	04

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	NA
RIGHT OF WAY ACQUISITIONS	(S,C,A)	NA

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	/ 85	RECOMMENDED FUNDING SOURCE FAP	RECOMMENDED PROGRAM YEAR '85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	4	4
SIGNALS (#)	-	-
BIKE PATH (Y/N)	-	-
AVERAGE DAILY TRAFFIC	37-51,000	57-72,000
YEAR OF AVERAGE DAILY TRAFFIC	1980	2000

DEFINE THE PROBLEM

PROPOSED SOLUTION

Overlay, median barrier

REQUESTED, REGION ENGINEER X DATE 10/6/83

APPROVED, ASST HWY ENG. FOR OPERATIONS X DATE

APPROVED, ASST HWY. ENG. FOR ADMINISTRATION X DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

File #10224

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 00828

SECTION Sunset Hwy. - Pacific Hwy.

REGION Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	N S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A	N/A	N/A	N/A

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10		12 X	12 X	16 X	12 X	12 X		10				
						X	X	X	X	X						

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
AC Overlay		3" ± ~~overlay~~			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

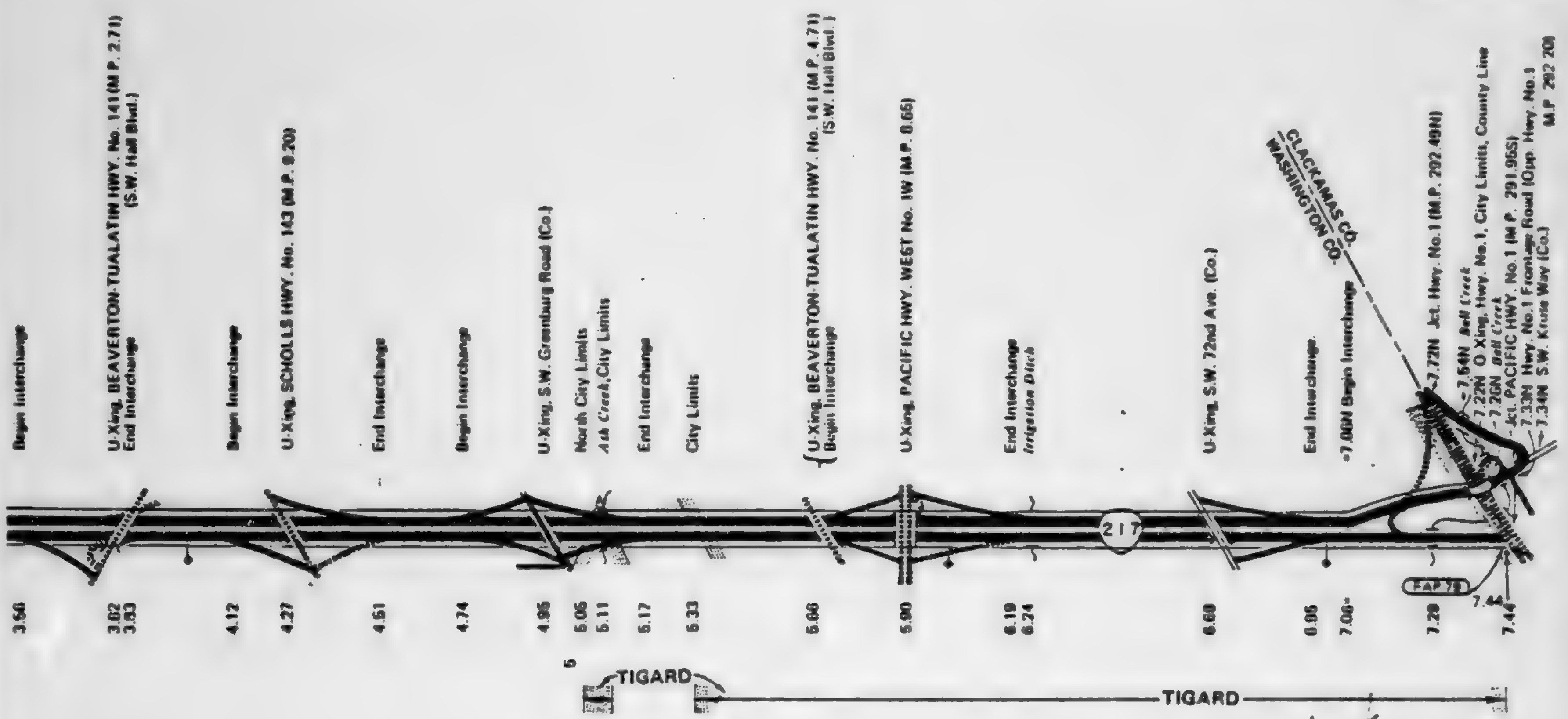
734-1912 (7-82)

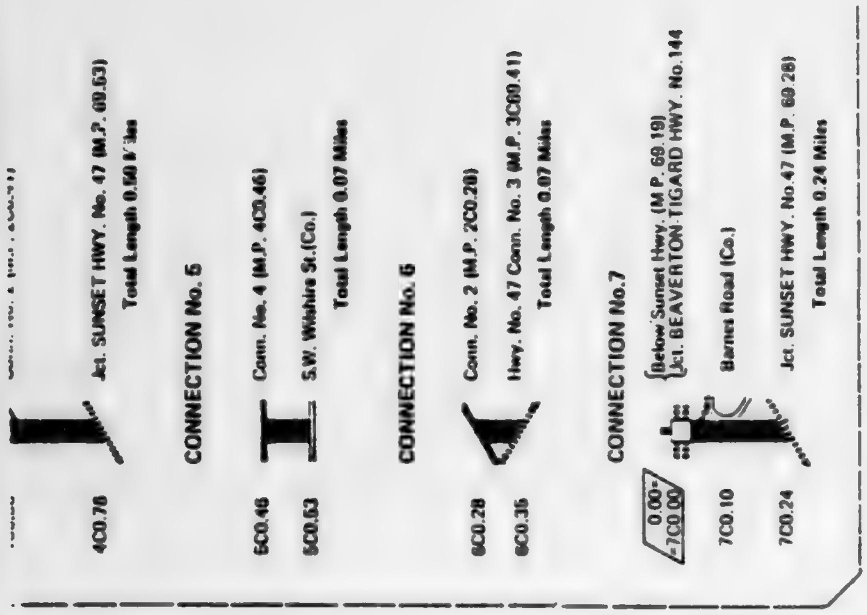
SHEET 1 of 2

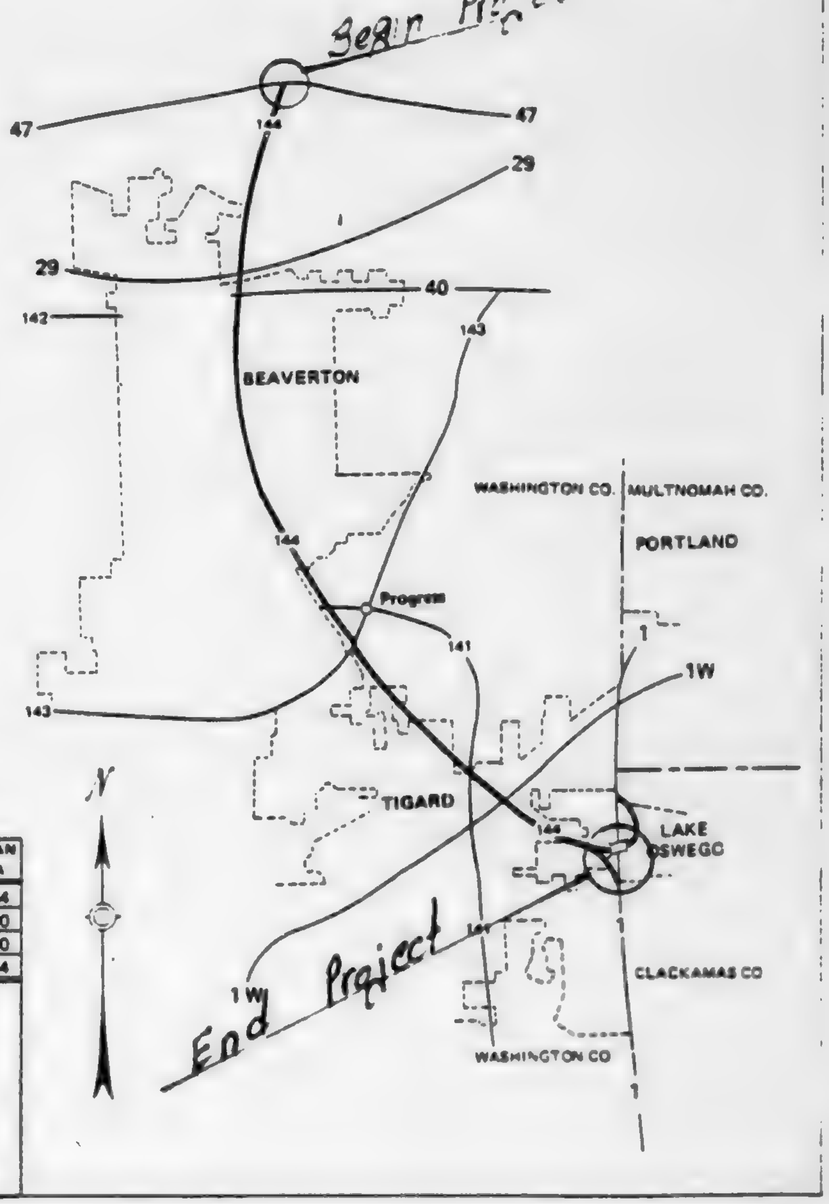
BEAVERTON–TIGARD HIGHWAY No. 144

rged Scale 2" = 1 Mile

Revised MARCH 1981


Begin Interchange
3.56
U-Xing, BEAVERTON-TUALATIN HWY. No. 141 (M.P. 2.71) (S.W. Hall Blvd.)
End Interchange
3.82
3.93
Begin Interchange
4.12
U-Xing, SCHOLLS HWY. No. 143 (M.P. 0.20)
4.27
End Interchange
4.51
Begin Interchange
4.74
U-Xing, S.W. Greenburg Road (Co.)
4.96
North City Limits
5.06
Ash Creek, City Limits
5.11
End Interchange
5.17
City Limits
5.33
U-Xing, BEAVERTON-TUALATIN HWY. No. 141 (M.P. 4.71) (S.W. Hall Blvd.)
Begin Interchange
5.66
U-Xing, PACIFIC HWY. WEST No. 1W (M.P. 8.65)
5.90
End Interchange
6.19
Irrigation Ditch
6.24
217
U-Xing, S.W. 72nd Ave. (Co.)
6.68
End Interchange
6.95
=7.06N Begin Interchange
7.06=
CLACKAMAS CO.
WASHINGTON CO.
7.72N Jct. Hwy. No. 1 (M.P. 292.49N)
7.54N Bell Creek
7.22N O-Xing, Hwy. No. 1, City Limits, County Line
7.26N Bell Creek
Jct. PACIFIC HWY. No. 1 (M.P. 291.95S)
7.33N Hwy. No. 1 Frontage Road (Opp. Hwy. No. 1 M.P. 292.20)
7.34N S.W. Kruse Way (Co.)
7.28
FAP 79
7.44
7.44
5
TIGARD
TIGARD


4C0.76
Jct. SUNSET HWY. No. 47 (M.P. 69.63)
Total Length 0.50 Miles
CONNECTION No. 5
5C0.46
Conn. No. 4 (M.P. 4C0.46)
5C0.53
S.W. Wilshire St. (Co.)
Total Length 0.07 Miles
CONNECTION No. 6
6C0.28
Conn. No. 2 (M.P. 2C0.28)
6C0.35
Hwy. No. 47 Conn. No. 3 (M.P. 3C00.41)
Total Length 0.07 Miles
CONNECTION No. 7
0.00=7C0.00
Below Sunset Hwy. (M.P. 69.19)
Jct. BEAVERTON-TIGARD HWY. No. 144
7C0.10
Barnes Road (Co.)
7C0.24
Jct. SUNSET HWY. No. 47 (M.P. 69.28)
Total Length 0.24 Miles


Begin Project
47
47
144
29
29
40
142
143
BEAVERTON
WASHINGTON CO.
MULTNOMAH CO.
PORTLAND
144
Progress
141
1
1W
143
N
TIGARD
144
LAKE OSWEGO
144
1W
End Project
CLACKAMAS CO
WASHINGTON CO
1

STATE HIGHWAY NO. 144		FEDERAL AID STATUS					URBAN
		FAI	FAP	FAS	FAU	NON FA	AREA
TOTAL MILEAGE	7.44	0.00	7.44	0.00	0.00	0.00	7.44
Located Line	0.00		0.00				0.00
Temporary Route	0.00		0.00				0.00
Existing Highway	7.44		7.44				7.44
ADDITIONAL MILEAGE	7.07						
Connections	6.96						
Frontage Roads	0.11						
EXCLUDED MILEAGE	0.00						
Located Line							
Temporary Route							
ACCESS CONTROL MILEAGE	7.44						
Full	7.44						
Partial	0.00						

1985 Lost Cr. Rock Production on 9954
Paulina Highway.

-9954

N

November 21, 1985

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#9954

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9954 awarded to R. J. Taggart Construction Company, Inc. for the Lost Creek Rock Production Project on the Paulina Highway in Crook County.

Final payment on this contract is $500 and the total contract amount is $77,849.56. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: R. J. Taggart Construction Company, Inc.
3450 Cherry Avenue N.E.
Salem, OR 97303

Kingrey, Price & Duyck Insurance
P.O. Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
Dale Allen

FKN:arc

NOTED ON CARD
11-21-85 ac

9954

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 6, 1985

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9954, On Site Work Substantially Completed June 14, 1985

All Work Completed July 22, 1985

Project Lost Creek Rock Production

Highway Paulina

County Crook

Type of Work Rock Production

Contractor R.J. Taggart Construction Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9954

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lost Creek Rock Production

WEEK ENDING: September 14, 1985

SECTION PREFIX: 7-1591-900

HIGHWAY: Paulina

COUNTY: Crook

NAME OF JOB: Lost Creek Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: R.J. Taggart Construction Co., Inc.

CONTRACT NUMBER: 9954

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: February 26, 1985

DATE WORK STARTED: June 3, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 95,836.50

SPECIFIED COMPLETION DATE: May 31, 1985

PERCENT OF TIME ELAPSED: 109%

EXCLUSIVE OF ENGINEERING: $ 87,466.50

ENGINEERING AUTHORIZATION: $ 8,370.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 87,466.50

ENGINEERING COST TO DATE: $ 3,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 0 %

PERCENT OF AUTHORIZATION . . . . . 36 %

DATE PROJECT WAS COMPLETED: June 14, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 3/4"-1/2"	1/2"-1/4"	1/4"-#10

	GRADING	SURFACING	3/4"-1/2"	1/2"-1/4"	1/4"-#10
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			4,800 cy	2,400 cy	2,800 cy
TOTAL QUANTITIES CORRECTED TO DATE			4,800 cy	2,400 cy	2,800 cy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			4,800 cy	2,400 cy	2,800 cy
AVERAGE DAILY QUANTITIES			4,800 cy	2,400 cy	2,800 cy
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				PROJECT COMPLETE.
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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CA POC
CAM CONSTRUCTION CCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next Week:

Status: Project complete - will do semi-final as time allows.

Visitors:

Const: 3
Region: 1
File: 1

SIGNED Jerry Thackery
Jerry Thackery
LOCATION BEND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

1985 Prineville Rock Production 9955
Project on Ochoco Highway.

9955

N

October 16, 1985

Transamerica Insurance Company
700 N.E. Multnomah
Portland, OR 97232

CON 5
#9955

Contract No. 9955 awarded to R. J. Taggart Construction Co., Inc. for the Prineville Rock Production Project of the Ochoco Highway in Crook County was completed on June 4, 1985 and accepted by the State Highway Division on October 7, 1985.

Final payment in the amount of $1,000 will be released to the contractor after October 21, 1985. The total contract amount is $75,228.39 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: R. J. Taggart Construction Co., Inc.
3450 Cherry Avenue N.E.
Salem, OR 97303

Kingrey, Price & Duyck Insurance
P.O. Box 784
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn:
Frank Griffin
Dale Allen

FKN:arc

NOTED ON CARD
10-16-85 ac

9955

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 7, 1985

E S Hunter

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9955, On Site Work Substantially Completed May 24, 1985

All Work Completed June 4, 1985

Project Prineville Rock Production

Highway Ochoco

County Crook

Type of Work Rock Production

Contractor R. J. Taggart Construction Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-16-85 - surety letter written (ac)

Contract ✓

noted RGormsen

RECEIVED
OCT 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-123-1387

9755 N

August 27, 1985

Ralph G. Monson
Attorney at Law
P.O. Box 400
Baker, OR 97814

CON 5
#9755

This is in response to your letter dated July 22, 1985, requesting the final audit on Contract No. 9755 with L. T. Contractors, Inc., for work on the John Day Highway in Grant County.

We are referring your letter to the Highway Accounting office for this information. You will hear from them directly.

Robert W. Gormsen
COMMISSION SERVICES

FKN:arc

bc: Jan Peterson

RALPH G. MONSON, P.C.
ATTORNEY AT LAW
1933 First Street
P.O. Box 430
Baker, Oregon 97814

AREA CODE 503
523-4418

JACQUELYN A. FRITZ
Executive Assistant

July 22, 1985

Robert Gormsen, Manager
Commission Services
Room 121, Transportation Bldg.
Salem, Oregon 97310

RE: Contract No. 9755, John Day Highway
Dayville-Flat ~~Creek~~ Section
Prime Contractor - LT Contractors
Subcontractor - Howard Logsdon

Dear Mr. Gormsen:

On November 6, 1984 I wrote to you regarding my client's claim against the prime contractor. A copy of my previous letter is enclosed.

We finally received a decision in the lawsuit filed in connection with the dispute and I am also enclosing a copy of the court's Memorandum of Decision.

As you can see we need some way of obtaining the final audit by the state of the above referenced contract. My client is a subcontractor under bid items 14, 15, 16, 17, 19, and 20.

? I would appreciate your office providing me with a copy of the final computer printout when it becomes available. Your cooperation is appreciated.

Very truly yours,

Ralph G. Monson

Ralph G. Monson

RGM j

Enclosure

cc: Seaboard Surety (Bond No. 96733484)
cc: Rodney R. Mills

RECEIVED
JUL 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 6, 1984

Robert Gormsen, Manager
Commission Services
Room 121, Transportation Bldg.
Salem, Oregon 97310

RE: Contract No. 9755, John Day Highway
Dayville - Flat Creek Section
Prime Contractor: L-T Contractors
Subcontractor: Howard Logsdon

Dear Mr. Gormsen:

Please be advised that this office represents Howard Logsdon who was a subcontractor of L-T Contractors in connection with the above matter.

My client claims that there is due and owing to him the sum of $35,786.01. He finished his part of the project in late August. The last payment he received was over a month ago.

I am enclosing a photocopy of my handwritten notes showing how we arrived at the balance owing.

I would appreciate your using the powers of your office to the extent allowable by law to insure prompt payment to my client of the amount owed to him.

Your cooperation is appreciated.

Very truly yours,

Ralph G. Monson

RGM j
Enclosure
cc: Howard Logsdon
cc: Seaboard Surety-Bond #96733484
cc: L-T Contractors, Inc.

RECEIVED
JUL 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR BAKER COUNTY

HOWARD L. LOGSDON, Plaintiff,	)	MEMORANDUM OF DECISION
-vs-	)	No. 85-05
L. T. CONTRACTORS, INC., Defendant,	)	

In this action Mr. Logsdon seeks a declaratory judgment as to the parties rights under a contract. He also asks for a money judgment.

L. T. Contractors is the prime contractor with the Department of Transportation for surfacing a highway. Mr. Logsdon is one of L. T.'s subcontractors. who agreed to supply aggregate for the project.

The first inquiry is whether the subcontract incorporates the prime contract along with the State standards and specifications. On reading the documents this seems clearly the case since the subcontract expressly makes the prime contract a part of their agreement and the latter includes the State standards. Additional indicia include the requirement for approval by the Department of Transportation of subcontracts. The parties are experienced in the construction trade and I note that they modified their agreement due to a change in estimates by the Department's project manager.

The second inquiry is under the second cause of action. Was the aggregate which was hauled from Western Mixing included in the original agreement between the parties? My conclusion is that it was not included. This material was only hauled because L. T. thought they faced a shortage and a deadline with potential penalties. It turned out there was no reason to haul the material at all because there was no shortage.

It was L. T. that decided they neeeded more material and it was they who made the arrangements with Western Mixing, got the price, and received the bill. In fact Western Mixing declined to deal at all with Mr. Logsdon.

1,620

Because this was not a part of their orignial contract Mr. Logsdon should prevail on his second cause of action in the amount prayed for. These were his hauling costs.

Pursuant to their stipulation to the court at the pretrial conference L. T. is to pay the bill to Western Mixing and hold Mr. Logsdon harmless from any liability on it.

Judgment is also sought under the first cause of action but this seems impossible of accurate determination at this time. The State's final estimate is not prepared and the earlier estimates each vary in amounts. Also, the weigh scale tickets are not produced for inspection by the court.

Mr. Logsdon's methods of determining quantities produced and hauled are not persuasive. These consist of eyeball estimates, periodic spot checks, and daily work sheets which lack specificity.

The best evidence, and the manner in which quantities and grades under particular bid items should have been determined, is the scale tickets and final estimates by the Department of Transportation.

Except, therefore, as ordered under the second cause of action, the balance of this suit should be held in abeyance until such time as the State completes its final audit. Since L. T. admits owing Mr. Logsdon something those amounts should be readily determined from the information available at that time.

I am persuaded that payment should have been made within a reasonable time. Mr. Logsdon completed his part of the contract about September 1, 1984 and, even allowing time for auditing, he should have been paid at least by January 1, 1985. Four months seems sufficient time to accomplish that task. For any amounts which are determined to be owing to him they will bear interest at 9% from January 1, 1985 until paid.

In making the final calculations I am persuaded that the only aggregate remaining is under bid item #16. This consists, according to B. N. Hatcher's testimony, of 963 cubic yards, or 1,250 tons, of which 762 tons is left over from the haul from Western Mixing. Mr. Logsdon should receive credit for the difference, i.e. 488 tons (488 x $4.65 = $2,269.20). Any remaining material other than this is not useable and no credit will be given for it.

Mr. Logsdon is allowed his costs under ORCP 68B. as the prevailing party.

I trust that the parties will now be able to conclude this matter without further intervention by the court.

DATED this 28th day of June, 1985.

/s/ J. F. Olsen

J. F. OLSEN
Circuit Judge

JFO/dm

cc ✓Mr. Monson
Mr. Mills

RECEIVED
JUL 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9955 W

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Prineville Rock Production

WEEK ENDING: 8-24-85

SECTION PREFIX: 7-1590-900

HIGHWAY: Ochoco

COUNTY: Crook

NAME OF JOB: Prineville Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: R.J. Taggart

CONTRACT NUMBER: 9955

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 3, 1985

DATE WORK STARTED: May 9, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1985

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 84,329.25

EXCLUSIVE OF ENGINEERING: $ 76,964.25

ENGINEERING AUTHORIZATION: $ 7,365.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 76,964.25

ENGINEERING COST TO DATE: $ 7,365.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 0 %

PERCENT OF AUTHORIZATION . . . 100 %

DATE PROJECT WAS COMPLETED: May 24, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					3/8"-#10	1/4"-#10	

	GRADING	SURFACING			PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED			6,500 cy	1,000 cy	
TOTAL ESTIMATED QUANTITIES (CONTRACT)			6,500 cy	1,000 cy	
TOTAL QUANTITIES CORRECTED TO DATE			6,500 cy	1,000 cy	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			1	1	
HOURS PER SHIFT			8	8	

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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[✓ COE] [✓ CH] SA CC
GE FE CP
[✓ CA] FCC
CAM CONSTRUCTION [✓ CCE]
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next Week:

Status: Work on semi-final as time allows.

Visitors:

Const: 3
Region: 1
File: 1

SIGNED Jerry Thackery LOCATION BEND

Jerry Thackery

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*7216

1985 Bend Rock Production on McKenzie & Century Dr. Hwys. 9956

August 7, 1985

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

CON 5
#9956

Contract No. 9956 awarded to Bend Aggregate and Paving Co. for the Bend Rock Production Project on the McKenzie and Century Drive Highways in Deschutes County was completed on May 15, 1985 and accepted by the State Highway Division on July 30, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 12, 1985.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

zs

cc: Bend Aggregate and Paving Co.
64543 Highway 20 West
Bend, OR 97701-9058

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen (Bend)

9956

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: July 30, 1985

Warren E. Schwartz
FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9956, On Site Work Substantially Completed May 1, 1985

All Work Completed May 15, 1985

Project Bend Rock Production

Highway McKenzie and Century Drive

County Deschutes

Type of Work Rock Production

Contractor Bend Aggregate & Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8/7/85 Surety letter written. gf

noted
RWGormsen

RECEIVED
AUG 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9156

Bend Rock Production

Narrative Report

Contract 9956

This contract was awarded April 3, 1985 to Bend Aggregate and Paving Co. for the purpose of stockpiling Aggregate for maintenance use in the future for the amount of $187,984.38. Final cost of the project was $176,632.82, and for an underrun of 6%.

Crushing began April 9, 1985 at the Contractor's pit and was concluded April 29, 1985. No major problems occured to delay the project. An overrun of 3.7% on material was discovered when the stockpiles were remeasured. This will be an underrun of 1% for total project cost.

The Contractor was very progressive in his work habits and produced a very good product with no problems.

Thomas R. [illegible]
for Jenny Thackay

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King Bedford Len
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By FINAL DESIGN ENGINEER

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STATEMENT OF OVERRUNS AND UNDERRUNS

PROJECT: Bend Rock Production CONTRACT NO: 9956

HIGHWAY: McKenzie and Century Drive Prefix: 9-1590

COUNTY: Deschutes F. A. NO: State

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	(+-) %
	BID ITEMS	$	165,625.00	171,775.58	+4
	ANTICIPATED ITEMS	$	.00	.00	
	CONTINGENCIES	$	7,453.13	.00	-100
	ENGINEERING	$	14,906.25	4,860.00	-67
	LIQUIDATED DAM.	$	-0-	.00	
	TOTAL	$	187,984.38	176,635.58	-6

INDIVIDUAL OVERRUNS AND UNDERRUNS

"ALL SUBSTANTIAL CHANGES WERE EVALUATED AND ONLY THE FOLLOWING WERE FOUND TO MEANINGFULLY AFFECT THE TOTAL PROJECT COST"

ITEM NO.	ITEM	UNIT	ORIGINAL	SEMI-FINAL	(+-) %

BID ITEMS OVERRAN THE PROJECT QUANTITIES DUE THE NUMBER OF STOCKPILES THAT WERE REQUIRED TO BE AT VARIOUS LOCATIONS. EACH PILE OVERRAN SLIGHTLY AND THE CUMALTIVE OVERRUN WAS SIGNIFICANT.

9956

t

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bend Rock Production

WEEK ENDING: June 8, 1985

SECTION PREFIX: 9-1590-900

HIGHWAY: McKenzie & Century Drive

COUNTY: Deschutes

NAME OF JOB: Bend Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Bend Aggregate & Paving Co.

CONTRACT NUMBER: 9956

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 3, 1985

DATE WORK STARTED: April 9, 1985

ESTIMATED COMPLETION DATE: June 30, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: June 30, 1985

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $ 187,984.38

EXCLUSIVE OF ENGINEERING: $ 173,078.13

ENGINEERING AUTHORIZATION $ 14,906.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 173,078.13

ENGINEERING COST TO DATE $ 9,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 60%

DATE PROJECT WAS COMPLETED: April 30, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					3/8"-#10	1/4"-#10	

	GRADING	SURFACING			PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,600	1,900	
TOTAL QUANTITIES CORRECTED TO DATE			11,346		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,346	2,660	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Final Weekly.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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CA.......... FQC..........
CAM .... CONSTRUCTION QCS..........
EEO.......... SECTION FILE. ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project complete, and semi-final submitted.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next Week:

Status: Semi-Final Submitted

Visitors:

Final Report

Const: 3
Region: 1
File: 1

SIGNED Jerry Thackery LOCATION BEND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

1985 Condon Rock Production Proj. 9957
@ M.P. 42 on Hwy. 19 S. Hwy. Maint.
Yard at Condon.

7757

October 24, 1985

Great American Insurance Co.
Pacific N.W. Regional Office
P.O. Box 21109
Seattle, WA 98111

CON 5
#9957

On August 16, 1985, we wrote to you concerning release of final payment on Contract No. 9957 awarded to E. H. Itschner Co. for the Condon Rock Production Project of the John Day Highway in Gilliam County.

Final payment on this contract is $2,000 and the total contract amount is $102,366.20. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: E. H. Itschner Co.
1118 Toliver Road
Molalla, OR 97038

bc: C. O. Fredrickson
Walt Hart
Dale Allen

FKN:arc

NOTED ON CARD
10-24-85 ac

9957

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: August 9, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9957,	On Site Work Substantially Completed May 9, 1985
All Work Completed	July 12, 1985	
Project	Condon Rock Production	
Highway	John Day	
County	Gilliam	
Type of Work	Rock Production	
Contractor	E. H. Itschner Co.	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8/15/85 - Surety Letter Written JBB

RECEIVED
AUG 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9957

FORM 81-734-3001
OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Condon Rock Prod

WEEK ENDING: June 29, 1985

SECTION PREFIX: 011-8319

HIGHWAY: John Day

COUNTY: Gilliam

NAME OF JOB: Condon Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: E. H. Itschner Co.

CONTRACT NUMBER: 9957

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: February 26, 1985

DATE WORK STARTED: March 16, 1985

ESTIMATED COMPLETION DATE: May 9, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 82

SPECIFIED COMPLETION DATE: August 31, 1985

PERCENT OF TIME ELAPSED: 87

PROJECT AUTHORIZATION: $ 121,445.66

EXCLUSIVE OF ENGINEERING: $ 111,815.60

ENGINEERING AUTHORIZATION: $ 9,630.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 107,000.00

ENGINEERING COST TO DATE: $ 6,800.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.5%

PERCENT OF AUTHORIZATION: 70.6%

DATE PROJECT WAS COMPLETED: May 9, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			12,165 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,165 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Clear - Mild	0		
MONDAY 24	Clear - Warm	0		
TUESDAY 25	Clear - Hot	0		RECEIVED
WEDNESDAY 26	Clear - Hot	0		
THURSDAY 27	Clear - Hot	0		CONSTRUCTION
FRIDAY 21	Clear - Warm	0		SECTION FILE
SATURDAY 22	Clear - Warm	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	23	No activity.
MONDAY	24	No activity.
TUESDAY	25	No activity.
WEDNESDAY	26	No activity.
THURSDAY	27	No activity.
FRIDAY	21	No activity.
SATURDAY	22	No activity.

REMARKS

This Week: Submitted semi-final estimate and related data through region 4 on June 28, 1985.

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*******************************
*                             *
*     F I N A L   R E P O R T *
*                             *
*******************************
```

SIGNED W. Reid Meritt LOCATION The Dalles

W. Reid Meritt, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

1985 John Day Rock Production Proj. 9958
@ M.P. 159.7 on John Day Hwy. W. of
John Day.

April 7, 1986

CON 5 - #9958

Industrial Indemnity Company
  of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

Contract No. 9958 awarded to Richard D. Reid & Dorothy Jean Reid dba Grant County Redi-Mix for the John Day Rock Production Project in Grant County was completed on October 16, 1985, and accepted by the State Highway Division on March 28, 1986.

Final payment in the amount of $1,025.65 will be released to the contractor after April 14, 1986. The total contract amount is $71,455.72 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Richard D. Reid and
    Dorothy Jean Reid dba
    Grant County Redi-Mix
  P.O. Box 340
  John Day, OR 97845

bc: C. O. Fredrickson
  Walt Hart
  V. E. Skoog Attn: Frank Griffin
  Robert D. Hector

9958

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#9958

TO: Robert Gormsen
Manager, Commission Services

DATE: March 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9958 , On Site Work Substantially Completed 9-30-85

All Work Completed 10-16-85

Project John Day Rock Production

Highway John Day

County Grant

Type of Work Rock Production

Contractor Grant County Redi-Mix

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-7-86 - Surety letter written.

noted RWGormsen

[illegible]

RECEIVED
APR 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

December 24, 1985

Grant County Redi-Mix
P. O. Box 340
John Day, OR 97845

CON 5

Re: Time Extension Request
John Day Rock Production
Contract No. 9958

Your request for an additional 13 calendar days of contract time in which to complete the above project has been reviewed. Your request is denied for two reasons. First, and foremost, the request cannot be considered since you did not comply with the protest and notice provisions of Sections 108.08 and 108.09 of the contract Standard Specifications. Second, the reason stated in your request is not a valid reason for time adjustment.

There remains 122 calendar days.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
Dale Hiatt w/att.

TE/244

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. Jackmond
Contract Administration Engineer

DATE: December 10, 1985

SUBJECT: Request for Adjustment of Contract Time
John Day Rock Production Project
Contract No. 9958

Enclosed is Grant County Redi Mix's request for time adjustment and Dale Hiatt's letter of recommendation. I concur with Dale's analysis and recommendation that the time request be denied.

J. X. Wilson

J. X. Wilson
Region Maintenance Engineer

JXW/lm

Enc.

cc: C. D. Hiatt

12-23-85

W. E. Schwartz -
I concur with Region and Proj. Mgr. and recommend that this request be denied,

O. B. Jackmond

CE___ CAE ___ RECEIVED LS_____ TC_____
LCE____ OM____
OE __________ SA_____ CC_____
CA__________ [illegible] 2 1985 FE_____ CP_____
CAM __________ CONSTRUCTION POC__________
EEO__________ SECTION QCS__________
FILE__________

81-125-1387

9958

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: John Day Rock Production Project

WEEK ENDING: Nov. 9, 1985

SECTION PREFIX: C09958

HIGHWAY: John Day

COUNTY: Grant

NAME OF JOB: John Day Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Grant County Redi-Mix

CONTRACT NUMBER: 9958

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: February 26, 1985

DATE WORK STARTED: June 18. 1985

ESTIMATED COMPLETION DATE: Oct. 1, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: May 31, 1985

PERCENT OF TIME ELAPSED: 229

PROJECT AUTHORIZATION: $ 100,016

EXCLUSIVE OF ENGINEERING: $ 91,281

ENGINEERING AUTHORIZATION: $ 8,735

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 91,281

ENGINEERING COST TO DATE: $ 4,200

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 0 %

PERCENT OF AUTHORIZATION . . . . . 48 %

DATE PROJECT WAS COMPLETED: Sept. 30, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
-	-	-	-	-	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000cy		
TOTAL QUANTITIES CORRECTED TO DATE			10,000cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,655cy		
AVERAGE DAILY QUANTITIES			0cy		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Overcast			
MONDAY 4	Ptly Cloudy			
TUESDAY 5	Ptly Cloudy			
WEDNESDAY 6	Overcast			
THURSDAY 7	Ptly Cloudy			
FRIDAY 8	Ptly Cloudy			
SATURDAY 9				

CONTR. NO: 9958 DATE: Nov. 9, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

3 SUNDAY	No activity.
4 MONDAY	One man worked on semifinal estimate.
5 TUESDAY	No activity.
6 WEDNESDAY	One man worked on semifinal estimate and submitted to Region.
7 THURSDAY	No activity.
8 FRIDAY	No activity.
9 SATURDAY	No activity.

REMARKS

Semifinal estimate was submitted to Region office this week. This is the final report.

SIGNED C.D. Hiatt DMS LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1985 N.E. Bell Dr. Sound Wall 9959
Sec, E. Ptld. Fwy. E. City Limts of Ptld.

99.59

5

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-79	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 2-7-89	County Multnomah
MODIFICATION NUMBER 1		Project Number IR-205-7(96)310

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 23 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 252,664	$ 182,750
Federal funds	$ 233,005	$ 166,686 166,687.00
Other revisions		

This modification is made for the following reasons: To deobligate for use on other projects

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of FEB , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 10, 1989

Federal-aid Project No. IR-205-7(96)310

N.E. Bell Drive Sound Wall Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 4007
Sound Wall (Sta. "L" 292+00)

Subtotal from previous estimate of March 7, 1985	$ 172,612.00
Decrease in Construction Costs	(15,164.00)
Subtotal	$ 157,448.00
Engineering	23,302.00
Total	$ 180,750.00

Reserve Used

No S.F.O. or E.W.O.	$ 0.00

Nonparticipating Items

Total from previous estimate of March 7, 1985	$ 2,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Soundwall	$ 180,750.00	$ 166,687.00	$ 14,063.00
Nonparticipating	2,000.00	---	2,000.00
Total	$ 182,750.00	$ 166,687.00	$ 16,063.00

Sub. Job 010 = 1%; Sub. Job 011 = 99%
Appn Code: 044
Contract No. 9959
Prefix: C626-1959 (P.E.)
C626-1013

DCN:bkw

1959

DIVISION FILE COPY

TO BE COMPLETED BY FHWA		STATE OREGON
3-158	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	COUNTY MULTNOMAH PROJECT NO. IR-205-7(96)310

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

NE Bell Drive Sound Wall

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-23-85	0.0

OTHER *(Specify)*

FUNDS AVAILABLE
Sw DATE MAR 14 1985

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 252,664.00	$ 233,005.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 14 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MARCH 7, 1985

FEDERAL AID PROJECT NO. IR-205-7(96)310

N.E. BELL DRIVE SOUND WALL SECTION
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
SOUND WALL (Sta. "L" 292+00)

Mobilization	Lump Sum	All	Lump Sum	$ 15,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,500.00
Temporary Signs	Sq. Ft.	162	10.00	1,620.00
Temporary Barricades	Each	2	100.00	200.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	600	9.00	5,400.00
Moving Temporary Concrete Barriers	Lin. Ft.	900	3.00	2,700.00
Temporary Plastic Safety Markers	Each	26	50.00	1,300.00
Sequential Arrow Signs	Each	1	2,500.00	2,500.00
Flaggers	Hour	200	8.00	1,600.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	5,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,900.00

BRIDGE NO. 16721
ALTERNATE I

Wall Excavation	Cu. Yd.	195	20.00	3,900.00
Precast Concrete Panels	Sq. Ft.	14,100	6.00	84,600.00
Precast Concrete Pilasters	Lin. Ft.	1,704	18.00	30,672.00
Pilaster Footings	Lin. Ft.	636	20.00	12,720.00
		SUBTOTAL		$172,612.00
		Engineering		23,302.00
		TOTAL		$195,914.00

Length of Project -------------------- 0.0 mi.

RETAIN IN RESERVE

Extend Sound Wall

All Required	$ 50,000.00
SUBTOTAL	$ 50,000.00
Engineering	6,750.00
TOTAL	$ 56,750.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Sound Wall	$195,914.00	$180,671.00	$15,243.00
SUBTOTAL	$195,914.00	$180,671.00	$15,243.00
Reserve	56,750.00	52,334.00	4,416.00
TOTAL	$252,664.00	$233,005.00	$19,659.00

Group 1: 100%
Contract No. 9959
Prefix: 626-1959
Prefix: 626-1013

STATE NONPARTICIPATING

State Responsibility for Damages	Lump Sum	$2,000.00

DDB:CL:pf WH:pf

jc cc: OSHD (L. W. Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 9/18/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IR-205-7(96)310
COMPLETION DATE (Actual) 6/5/86	ACCEPTANCE DATE BY CONRTACT AGENCY 1/23/87	TIME ELAPSED 150 %	CONTRACT TIME 200 C. D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

N. W. BELL DRIVE SOUND WALL
EAST PORTLAND FREEWAY
Sound Wall Construction

This project provided for sound wall on the N. E. Bell Drive section of the East Portland freeway.

The contract work was awarded to Macon Corporation on March 1, 1985. Work started on 3/13/85 and was completed 6/5/86. A Stop Work order was issued 6/18/85 because the East Portland Freeway project from the South Banfield interchange to S. E. Washington St. overran time resulting in access problems for the soundwall project. Although a start work order was issued 8/26/85 a price agreement was processed to extend the suspension to 11/15/85 with the understanding that contract work would be completed by 2/25/86 and that no claim would be submitted for remobilization or delay of contract. The contractor did not recommence work until 3/31/86 and the project was not completed until 6/5/86. $15,000 liquidated damages were assessed for the 100 calendar days used in excess of the specified 200 calendar days. The final project cost underran the original authorization of $252,664 by 30%. There were no contract claims or materials problems.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

RECEIVED
[illegible] ENGR
SEP 25 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ay
9/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 9-23-87	TITLE District Engineer A	DATE 9-24-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9959

March 25, 1987

CON 5 - #9959

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

On February 5, 1987, we wrote to you concerning release of final payment on Contract No. 9959 awarded to Mocon Corporation for work on the NE Bell Drive Sound Wall on the East Portland Freeway in Multnomah County.

Final payment on this contract is $2,783.96 and the total contract amount is $155,584.92, including $956.58 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
33405 8th Avenue, C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9959

STATE OF OREGON Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9959

TO: Commission Services

DATE: January 23, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9959, On Site Work Substantially Completed June 5, 1986
All Work Completed	November 21, 1986
Project	N.E. Bell Drive Sound Wall
Highway	East Portland Freeway
County	Multnomah
Type of Work	Sound Wall
Contractor	Mocon Corporation

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-5-87 - Surety letter written.

RECEIVED
JAN 27 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9959

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STATE HWY ENGR
DEC 8 '86
REFER TO
FOR
Info | Inves | R/O | Draft | Sign | Act | File
In Reply Refer to File No.:

CON 5
9959

DATE: December 3, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-205-7(96)310

Contract 9959, Work Completed June 5, 1986

Project N.E. Bell Drive Sound Wall

Highway East Portland Freeway

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 11-21-86

for G. K. [illegible]
Dale E. Wilken
Division Administrator

NOTED
LARRY RULIEN

BMW:11

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
DEC 04 1986
OREGON DIVISION

734-2023 (2-85)

jc cc: O (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Jack Jones and Marion Craft; OSHD

DATE OF INSPECTION 11/21/86	INSPECTION MADE BY W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer	PROJECT NO. IR-205-7(96)310

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 150 %	WORK COMPLETED 100 %

N. W. BELL DRIVE SOUND WALL
EAST PORTLAND FREEWAY
Sound Wall Construction

This project provided for sound wall on the N. E. Bell Drive Section of the East Portland freeway.

The contract work was awarded to Macon Corporation on March 1, 1985. Work started on 3/13/85 and was completed 6/5/86.

A stop work order was issued 6/18/85 because the East Portland Freeway project from the South Banfield interchange to S. E. Washington St. overran time resulting in access problems for the soundwall project. Although a start work order was issued 8/26/85 a price agreement was processed to extend the suspension to 11/15/85 with the understanding that contract work would be completed by 2/25/86 and that no claim would be submitted for remobilization or delay of contract. The contractor did not recommence work until 3/31/86 and the project was not completed until 6/5/86. Liquidated damages will be charged for the 100 calendar days in excess of the allowable 200.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
W. E. SCHWARTZ

12/8

RECEIVED
STATE HWY ENGR
DEC 4 '86
REFER TO Fredrickson
FOR
Info Inves R/C D/R Sign Act File

Form FHWA-1446A

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: November 13, 1986

PROJECT NAME (SECTION): NE Bell Dr. Soundwall

CONTRACT NO: 9959

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

F.A. PROJECT NO.: IR-205-7(96)310

CONTRACTOR: Mocon Corporation

KIND OF WORK: Soundwall

DATE OF AWARD: March 1, 1985

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 254,934.62	AUTHORIZATION	$ 20,215.08
		COST THIS WEEK	$ 50.00
ESTIMATED PROJECT COST	$ 173,800.00	TOTAL TO DATE	$ 17,450.00
ESTIMATED PERCENT XXXXN/UNDERRUN	31.8 %	PERCENT OF AUTHORIZATION	86 %

FIRST NOTIFICATION DATE: March 13, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: June 5,1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: September 30, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	02/25/86	349	449.0	128	no
	/ /	0	0.0	0	c
	/ /	0	0.0	0	o
	/ /	0	0.0	0	mp

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	0			
EST. CORRECTED QUANTITIES	0	0	0			
EST. PERFORMED TO DATE	0	0	0			
PERCENT PERFORMED TO DATE	0	0	0	0	100	0

ACTIVITIES THIS WEEK:

No Activity this week.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Contractor to perform work on the pick-up list.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Third notification will be sent when the items on the pick-up list have been completed.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Michael J. Fisher

Michael Fisher Portlan

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

1951

ENV #7

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-205-7(96)310

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-25-85

4. PROGRAM NO.

5. ITEM NO. 80158

2A. COUNTY NAME Multnomah

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/23/85

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

NE Bell Drive Sound Wall Section

11. GENERAL DESCRIPTION OF WORK

Sound Wall

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 1/18/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $225,396; Federal Funds $207,860.

A signed copy of the Title Sheet is returned herewith.

Orig. [illegible] 1/30

RECEIVED
STATE HWY ENGR
JAN 29 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	[illegible]	Act	File

14. DATE 1/25/85

15. SIGNATURE OF APPROVING OFFICIAL G. K Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9959

ENV 7

~~8/41 1/10/83~~

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO I-205
ENV 3

TO: E. S. Hunter, Ass't. Highway Engineer
J. H. Versteeg, Road Design Engineer
C. M. Gilmour, Environmental Manager

DATE: 6-25-84 ~~November 14, 1983~~

FROM: Tim H. Thex
Tim H. Thex, Coordinating Engineer
Environmental Section

SUBJECT:
Noise Mitigation Recommendation
N.E. Bell Drive
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

The attached noise study report was requested by Ed Hardt, in response to a noise complaint and neighborhood petition by residents along N.E. Bell Drive. The Bell Drive neighborhood was overlooked for noise impacts in both the I-205 and Banfield Transitway projects (see Figure 1).

To mitigate the twenty-one affected residences, a concrete sound wall, 1,315 feet long and 8 to 15 feet high is recommended. The estimated cost of this wall is $290,000 with a cost per dBA per dwelling unit of $2165.

If approved, I will forward this report to Hal Versteeg and Walt Hart for design and funding arrangements.

THT:dmc

cc: Ed Hardt w/attach

11-30-83 Region is checking to see how to, and what type of wall can be built in this area. They will recommend to Design and Bridge upon completion.
DMJ

1-11-84 - McNamee sent report to Hardt yesterday [illegible]

6-25-84 Job being worked up in Bridge - KW {cy Adams, cy Macnab} never came to this office.
JE.

I Versteeg ✓
Anderson
cy Adams
cy Macnab
Steudemmayer DMJ
Turpin
I Trout 4
Wakerlig

RECEIVED
NOV 15 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

NOISE STUDY REPORT

N.E. Bell Drive
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

Prepared by:

Oregon State Highway Division
Gerald L. Morrison, Senior Acoustical Specialist
Technical Services Branch
Environmental Section

November 1983

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SUMMARY 1

EXISTING ACOUSTIC ENVIRONMENT 2

TRAFFIC NOISE ANALYSIS 3

MITIGATION OF TRAFFIC NOISE IMPACTS 5

N.E. Bell Drive
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

SUMMARY

This noise study report supplements the original noise study for the Columbia River Bridge-S.E. Foster Road section of the East Portland Freeway. This supplemental study was initiated in response to a noise complaint and neighborhood petition by residents located along N.E. Bell Drive.

The Bell Drive area was not evaluated in either the I-205 or the Banfield Transitway noise studies, possibly because it is on the edges of both projects. In addition, it may have been thought that since the Bell Drive neighborhood was so far removed from the I-205 highway alignment, that no noise impacts would result from the I-205 project improvements.

Traffic noise impacts for housing located along N.E. Bell Drive occur because of cumulative traffic generated noise from the Banfield Freeway (I-84), East Portland Freeway (I-205), and the Halsey Street Overpass. The I-205 project improvements result in a 0-2 dBA increase in noise levels in the study area.

Twenty-one residents along Bell Drive are impacted by traffic noise. The location of noise receptors exceeding the FHWA noise abatement criteria are shown on Figure 2. A standard freestanding concrete noise wall, 8-15 feet high and 1,315 feet long, is recommended for construction to mitigate noise levels at the twenty-one residences. The wall would reduce noise levels at the affected residences by up to 13 dBA, from Leq 63-72 dBA to Leq 59-66 dBA. Other residences not impacted by traffic noise would also receive some

reduction in noise levels. The FHWA abatement noise criteria would be achieved at each receptor. The estimated cost of the wall is $290,000, with a cost per dwelling unit of $7630, and a cost per dBA per dwelling unit of $2165.

EXISTING ACOUSTIC ENVIRONMENT

Bell Drive is located in the Woodland Park neighborhood just north of Halsey Street, between 102nd Street on the east and the Banfield Freeway on the west. Twenty-one residences are located along Bell Drive with backyards adjacent to the Banfield Freeway (see Figure 2). The affected residences are situated on a bluff above the Banfield Freeway overlooking I-205 to the west.

Four sites, selected as being representative of the existing noise environment, were chosen for noise measurements (see Figure 2). Existing noise levels were measured with a Nagra IV-S tape recorder in conjunction with a B & K Type I Sound Meter, Model 2209. This sound level meter meets the requirements set forth by the American National Standards Institute (ANSI). ANSI establishes specifications for sound level meters which are included in ANSI S1.4-1971.

Measurements were made to determine existing noise levels and to determine traffic generated noise impacts on receptors. The results of the measurements are given in Table 1. Hourly vehicular volumes are based on those recorded during the measurement period. The conditions during the measurement period do not represent the worst combination of traffic volumes and speeds, and therefore do not necessarily reflect existing worst case noise levels. The worst case noise level which is identified for future predictions, represents the combination of traffic volumes and speeds that would result in the peak noise level.

Measurements were taken to check existing noise levels in the backyards of the homes overlooking the Banfield and I-205 Freeways. A double microphone set-up was used so that simultaneous measurements could be taken and compared. The topography helps shield traffic noise from the Banfield Freeway. There was a significant drop in recorded noise levels between the back westerly property line and the houses. The measurements were compared to the FHWA noise prediction model using the same vehicular volumes counted during the measurement, and were found to compare favorably with the predicted levels. No adjustment to the model was needed. Measurements closer to Bell Drive are shielded by topography and adjacent housing. Therefore, noise levels drop off rapidly further into the neighborhood, making neighborhood activity and far off aircraft activity more noticeable in background noise.

The Union Pacific Railroad parallels the Banfield on the opposite side from the affected residences. Trains appear to be moving at slower speeds because of the curvature and grade of the railroad tracks. Train noise from the Union Pacific Railroad is intermittent.

TRAFFIC NOISE ANALYSIS

The FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), was used to predict future design year noise levels at several locations. This prediction method utilizes automobile and truck volumes, vehicular speeds and topography. The FHWA Highway Traffic Noise Prediction Model was developed by FHWA in 1977 to determine noise levels generated by highway traffic. The STAMINA 2.0 computerized version of this model (FHWA-DP-58-1) was used for the actual modeling. By using the STAMINA 2.0 model, roadway and terrain configurations were simulated in detail. The Banfield Freeway and Interstate

205 were modeled with the freeway alignment and elevations taken from an 1"=50' location detail map. Coordinates and elevations of the noise receptors (residences) were also taken from the same detail map. Traffic data was obtained from the ODOT Metro Region Traffic Section. The peak truck hour was found to be the period in which maximum noise levels would regularly occur, so traffic conditions for that period were used for the modeling to assume "worst case" conditions. The traffic volumes used in this analysis are given in Table 2.

Traffic noise impacts occur when a proposed project results in an unacceptably high noise environment (absolute level). Although traffic generated noise from I-205 alone does not result in noise impacts for residences along N.E. Bell Drive, it does contribute to the absolute level when added to noise received from the Banfield Freeway. The I-205 project improvements would result in 0-2 dBA increase in noise levels. The resulting absolute noise levels exceed the Leq 67 dBA* noise abatement criterion in the design year 2000 for land use Category B (see Table 3). A total of twenty-one residences would be impacted under this criteria. These receptors are illustrated on Figure 2.

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*Sound pressure is measured in decibels (dB). The decibel scale is logarithmic; therefore, a doubling of sound pressure results in a 3 dB increase. A 10 dB increase, however, is required before a doubling of loudness is perceived. Of the several types of weighted or adjusted scales, the "A" scale is used because it approximates human hearing. Sound pressure levels are expressed in dB "A" to indicate this. Leq is the continuous equivalent sound level which would contain the same acoustic energy as the time-varying sound level for the same duration. Thus, the term "Leq 67 dBA," then indicates the "Average" sound pressure level of 67 decibels on the A-weighted scale for a period of one hour.

MITIGATION OF TRAFFIC NOISE IMPACTS

Traffic noise levels generated by I-205 and Banfield Freeways can be effectively reduced by the construction of a noise barrier. Noise barriers must be high enough to break the view between the roadway and the impacted area, and long enough or situated so as to prevent the flanking of sound around the ends of the barrier. Hilly terrain and limited right-of-way in this area make earthen berms unfeasible. Sound walls, though, would be feasible.

Sound walls were evaluated for the impacted receptors which are shown on Figure 2. Three alternative wall heights were investigated for their noise attenuation, construction costs, and aesthetic values. The most feasible location for a sound wall in this area would be along the easterly Banfield Freeway right-of-way line. Photographs of the area indicate that some of the trees and vegetation along the right-of-way line would need to be removed in order to construct and maintain a sound wall at this location. Sound wall cost estimates for the sound walls investigated are given in Table 5.

This report recommends constructing an 8-15 foot high, 1,315 feet long sound wall (see Tables 4 and 5). Benefits include a 1-13 dBA reduction in traffic generated noise levels and noise levels below the Leq 67 dBA noise abatement criteria at the 21 impacted residences. The sound wall would also reduce train noise from the nearby Union Pacific Railroad Tracks. Noise reduction would also be extended to several other residences further into the neighborhood. This wall type would have low maintenance and the wall height would be desirable from both an economic and aesthetic viewpoint. The sound wall would also blend in well with the wall located near the North Banfield Interchange. This 8-15 foot high wall is recommended for implementation and inclusion as a part of the I-205 project improvements.

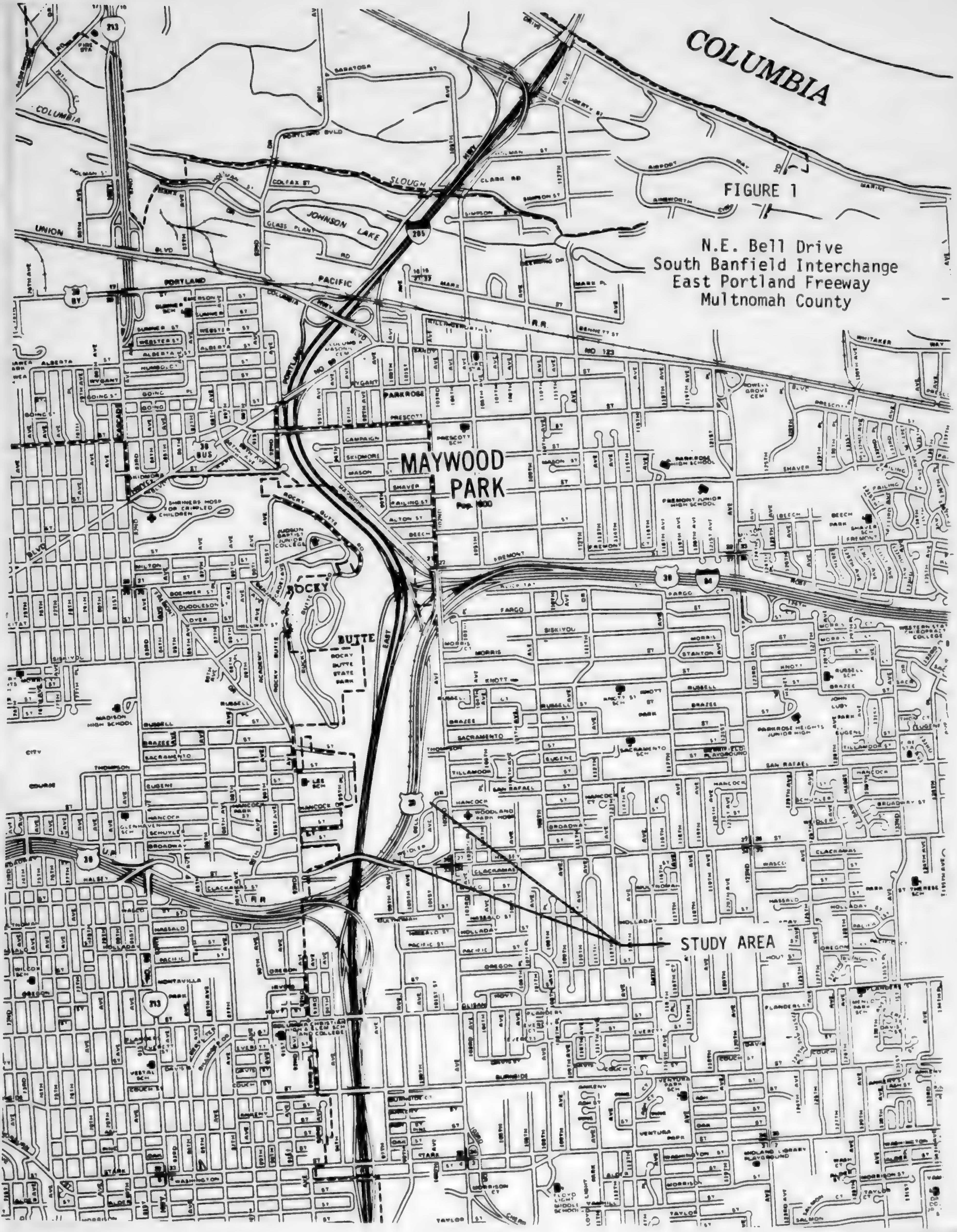
COLUMBIA
SLOUGH
JOHNSON LAKE
UNION
PORTLAND
PACIFIC
R.R.
MAYWOOD PARK
ROCKY
BUTTE
ROCKY BUTTE STATE PARK
MADISON HIGH SCHOOL
PARKROSE HIGH SCHOOL
FREMONT JUNIOR HIGH SCHOOL
PARKROSE HEIGHTS JUNIOR HIGH
SHRINERS HOSP FOR CRIPPLED CHILDREN
STUDY AREA
205
80N
30
213

FIGURE 1

N.E. Bell Drive
South Banfield Interchange
East Portland Freeway
Multnomah County

NE Bell Drive Noise Wall Investigation
South Banfield Interchange (I-205)
Multnomah County

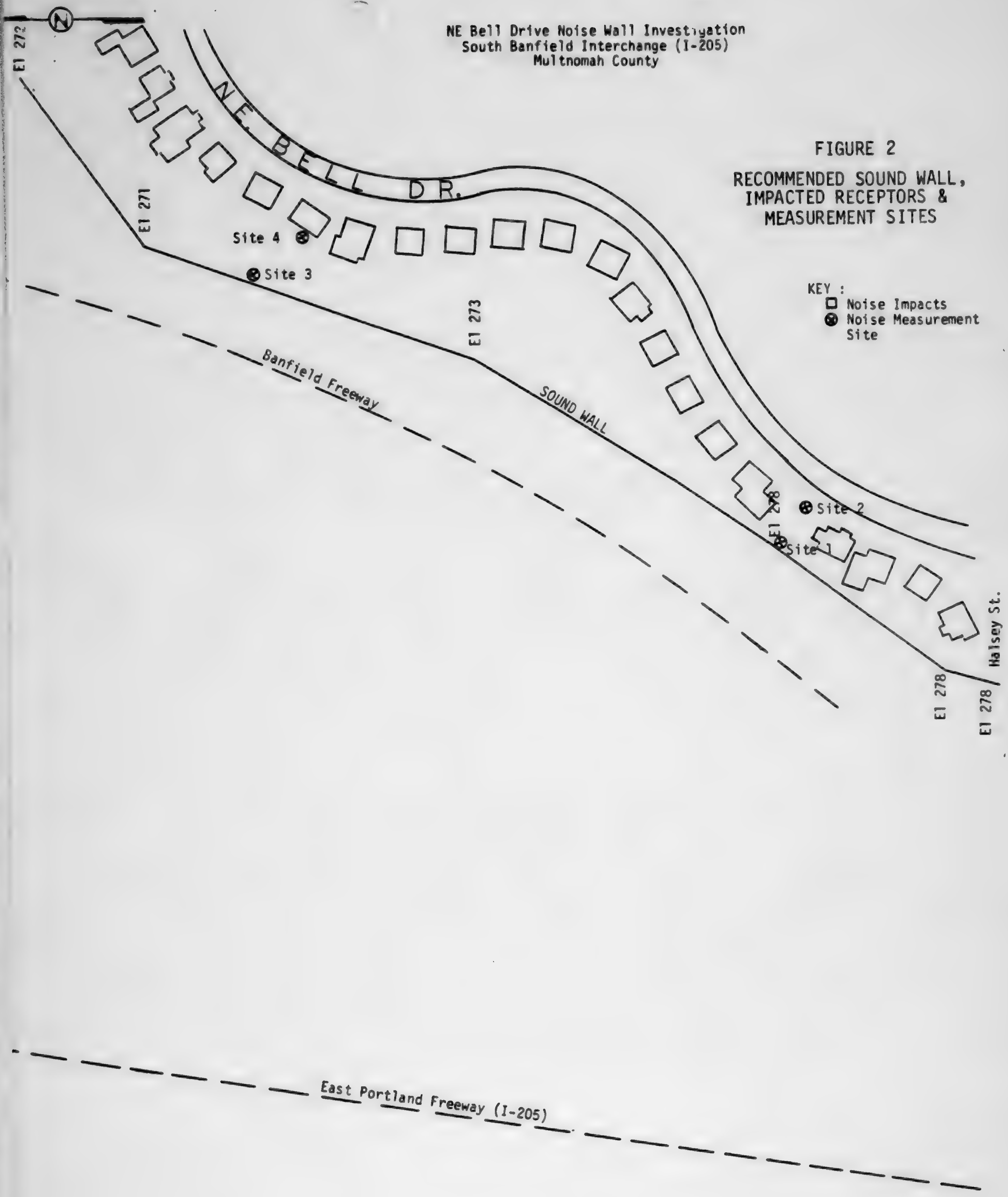

FIGURE 2

RECOMMENDED SOUND WALL, IMPACTED RECEPTORS & MEASUREMENT SITES

KEY :
□ Noise Impacts
⊗ Noise Measurement Site
NE BELL DR.
El 272
El 271
El 273
El 278
El 278
El 278
Site 4
Site 3
Site 2
Site 1
SOUND WALL
Banfield Freeway
Halsey St.
East Portland Freeway (I-205)

TABLE 1

N.E. Bell Drive
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

NOISE MEASUREMENT AND OBSERVED TRAFFIC DATA

Site No.	Time and Date	Measured Noise Level (Leq dBA)	Predicted Noise Level (Leq dBA)	Roadway	OBSERVED TRAFFIC VOLUMES (veh./hr.)* Autos	Medium Trucks	Heavy Trucks	Speed (mph)
1	10:40 a.m. 6-28-83	72	70	I-205	1776	207	93	55
				Banfield	1716	114	66	55
2	10:40 a.m. 6-28-83	62	62	Halsey	1233	27	51	35
3	11:15 a.m. 9-16-83	73	72	I-205	2268	198	90	55
				Banfield	1803	111	72	55
4	11:15 a.m. 9-16-83	63	66					

*The conditions during the measurement period do not necessarily represent the worst combination of traffic volumes and speeds, and therefore may not represent the existing "worst case" noise level.

TABLE 2

N.E. Bell Drive
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

PEAK TRUCK HOUR TRAFFIC DATA (Year 2000)

TRAFFIC SECTION	Autos	Medium Trucks	Heavy Trucks	Speed (mph)
I-205 Freeway	5280	170	350	50
Banfield Freeway	2640	85	175	50
Halsey Street				
92nd - 99th	1505	45	35	35
99th - 102nd	1990	65	45	30

Table 3

N.E. Bell Drive
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

NOISE ABATEMENT CRITERIA

Hourly A-Weighted Sound Level - decibels (dBA)

Activity Category	Leq Noise Levels	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Table 1.

TABLE 4

N.E. Bell Drive
South Banfield Interchange
East Portland Freeway
Multnomah County

SOUND BARRIER EFFECTIVENESS EVALUATION

WALL HEIGHT	Leq dBA No Wall	Leq dBA W/Wall	NOISE REDUCTION
6'-13' Wall	63-72	61-67	1-10 dBA
8'-15' Wall	63-72	59-66	1-13 dBA
10'-17' Wall	63-72	58-65	1-14 dBA

TABLE 5

N.E. Bell Drive
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

SOUND BARRIER COST EVALUATION

Wall Type (Freestanding)	Height	Length	Cost	Cost Per Dwelling Unit	Cost per dBA Reduction per Dwelling Unit	Recommended
Concrete*	6-13'	1315'	240,000	$6315	$2265	No
Concrete	8-15'	1315'	290,000	$7630	$2165	Yes
Concrete	10-17'	1315'	340,000	$8945	$2150	No

*Concrete Block or Precast Concrete Panels

9957

ENV 7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 30, 1984

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Justification
Item No. 80158
Project No. IR-205-7(96)310
Bell Drive Noise Wall Section
East Portland Freeway Highway
Multnomah County

Attached is a copy of the "Noise Study Report" as justification for constructing the sound wall as stage construction with Federal I-4R participation. Also included for information is a copy of a letter from Tim Thex.

JLG:pf
Attachments

cc: General Files

Form 734-3122

9959 1-3[illegible]

OREGON DEPARTMENT OF TRANSPORTATION

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

10260
Multnomah

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02244

SECTION ~~N.E.~~ Bell Drive ~~Soundwall~~ Noise Wall

REGION Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 759

DATE 4/27/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		300	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		300	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		3,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		200	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 14,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER T- R-205-7(2)303

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
4 Adams Ron
4 Harnub
2 Edwards E
Turpin
3 Trout
4 Wakerlig

RECEIVED
JUN 22 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

On HIP

Pro. Mgr. Paul Harley

PREPARED BY	DATE 4-27-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 6-5-84
RECOMMENDED, REGION ENGINEER X Edward	DATE 4/30/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 6-5-84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-27-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - ROJECT REQUEST

10260

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02244

SECTION ~~N.E~~. Bell Drive ~~(Soundwall)~~ Noise Wall

REGION Metro Region

STATE HIGHWAY # 64

HIGHWAY NAME East Portland Freeway

MILE POST FROM 21.6 TO 21.8

LENGTH 0.2

☒ URBAN ☐ RURAL

CITY Portland

COUNTY Multnomah

ROAD/STREET NAME

ROUTE # I-205

FEDERAL AID # I-205-

APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
Noise Wall	$ 207	
40% ENGINEERING & CONTINGENCIES	$ 83	
OTAL CONSTRUCTION		$ 290
TOTAL ESTIMATE		$

PROJECT DATA	
GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
Soundwall	X
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	7
WORK TYPE (1-12)	1

RIGHT OF WAY	
FILES (#)	N
ACRES (#)	N
RELOCATIONS (#)	N
WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	N
CONSTRUCTION ENGINEERING (S,C,A)	N
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N
RIGHT OF WAY ACQUISITIONS (S,C,A)	N

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/PROGRAMMING

RECOMMENDED LETTING DATE (QUARTER/YEAR) / 85

RECOMMENDED FUNDING SOURCE FAI

RECOMMENDED PROGRAM YEAR ~~'85~~ 84

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	I-205 42,000	89,400
YEAR OF AVERAGE DAILY TRAFFIC	1984	2000

DEFINE THE PROBLEM

Increase in noise levels in the neighborhood along N.E. Bell Drive since the opening of I-205.

PROPOSED SOLUTION

Constructing an 8-15-foot high, 1,315-foot long soundwall.

REQUESTED, REGION ENGINEER Edward Hardt DATE 4/30/84

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X DATE

TRANSP. COMM APPROVAL DATE 18 JAN 84

PROGRAM YEAR 84

FUNDING FAI

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

10260

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02244

SECTION Bell Drive ~~Soundwall~~ Noise Wall

REGION Metro Region

PROJECT JUSTIFICATION

As response to a noise complaint and neighborhood petition by residents along N.E. Bell Drive. The Bell Drive neighborhood was overlooked for noise impacts in both the I-205 and Banfield Transitway projects. To mitigate the 21 affected residences, a concrete soundwall is recommended.

An easement may be required across private property in order to gain access to the work area.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS

Proj. Manager-P l Hailey

SEE INSTRUCTIONS ON REVERSE

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

10260

KEY ID #	02244
SECTION	Bell Drive ~~Soundwall~~ Noise Wall
REGION	Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	S	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) NEW (#)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES N (LIST BELOW)

COMPANIES

None

DESIGN SPEED	DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								×								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 2/24/8[illegible]

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT IVIRONMENTAL CLASSIFICATION /0260

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02244

SECTION ~~NE~~ BELL DRIVE (~~Sound Wall~~) Noise Wall

REGION

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)

ENV 7

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Ed Hardt, Region Engineer
Metro Region

DATE: December 1, 1983

FROM: Cam Gilmour, Manager Cam Gilmour
Environmental Section

SUBJECT: Noise Mitigation Recommedation
N.E. Bell Drive
South Banfield Interchange
East Portland Freeway (I-205)
Multnomah County

Attached is the completed noise study report and approval from Ed Hunter for the recommended N.E. Bell Drive noise barrier. The Bridge Section will be responsible for designing this barrier.

The residents along Bell Drive have not been contacted regarding the recommended noise mitigation. It is suggested that the proposal be reviewed with them before Bridge begins plan preparation. I would appreciate being informed of the results of this contact. Please let me know if you need any assistance in this regard. If there are any questions concerning the noise study report, please contact Tim Thex at 378-8486.

CMG:THT:dmc

Attachment

cc: Walt Hart w/attach
Jef Kaiser w/attach

bc: E. S. Hunter letter only
J. H. Versteeg letter only
Tim Thex letter only

RECEIVED
TECHNICAL SERVICES
DEC 2 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials

ROAD DESIGN SECTION 373-6558 DES 16

Tim Thex, Coordinating Engineer
Environmental Section

November 2, 1983

Roger Morse, Intermediate Designer
Preliminary Design Section

Noise Barrier Cost Estimates
NE Bell Drive Noise Wall Investigation
South Banfield Interchange (I-205)
Multnomah County

The most feasible location for a noise wall in this area would be at the existing Right of Way line along the West side of N.E. Bell Drive as shown in your letter.

Photographs of the area also indicate that some of the trees and vegetation along the Right of Way line will need to be removed in order to construct and maintain the proposed noise wall.

Constructing a standard freestanding concrete noise wall 8-15 feet high and 1315 feet long as proposed will cost approximately $290,000. This wall averages 10 feet in height with an average cost of $220 per lineal foot. The higher wall alternate averages 12 feet in height and will cost approximately $340,000 to construct or $260 per lineal foot. The lower wall alternate averages 8 feet in height and will cost approximately $240,000 to construct or $180 per lineal foot.

There would be no apparent adverse impact to the road design by constructing the proposed wall.

RM:rlr

RECEIVED
NOV 02 1983
ROAD DESIGN SECTION

1 Vorsteeg ✓
Anderson
Adams
[illegible]
V [illegible]
[illegible]
Trent
[illegible]

Do Not File ☐
Return To
Bring Up ..../..../....
Action

491-1

ENV 7

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 1

TO: E. L. Hardt
Metro Region Engineer

DATE: July 8, 1983

FROM: Cam Gilmour, Manager
Environmental Section

SUBJECT: Bell Drive Noise Complaint
Columbia River-Lake Road Section
East Portland Freeway (I-205)
Multnomah County

NOTED
E. S. HUNTER

In response to the petition received from the residents of N.E. Bell Drive and your letter of June 6, 1983, the Environmental Section conducted noise measurements in the Bell Drive area. Measured noise levels were in the range of Leq 71 dBA. These measurements included construction noise. Without construction equipment present, noise levels will still exceed the Leq 67 dBA noise abatement criterion.

The Bell Drive area was not evaluated in either the I-205 or Banfield Transitway noise studies, probably because it is on the edges of both projects, and until recently was hidden by vegetation. Our preliminary investigation indicates that a noise barrier may be feasible, although the Engineering section will have to confirm this. After the feasibility of noise mitigation has been determined, we will prepare a brief report documenting noise impacts and recommendations for further action.

You mentioned in your June 6 memo that these residences may be eligible for noise protection under the I-205 project. I have not investigated this, other than asking Cliff Christianson whether this is a possiblity. He said it was. You may want to follow-up on this.

CMG:THT:dm

cc: Ed Hunter
W. E. Schwartz
Hal Versteeg

RECEIVED
TECHNICAL SERVICES
JUL 8 '83
REFER TO
FOR

Info	Inves	R/D	D/R			File

81-125-1387

Contains Recycled Materials

1985 Dist. 12 Rock Production Proj. 9960
@ M.P. 22.9, Milton-Freewater Hwy. S.
of Milton-Freewater.

9960

November 21, 1985

United States Fidelity
& Guaranty Co.
100 West Harrison Plaza
North Tower, Suite 300
P.O. Box C19104
Seattle, WA 98109

CON 5
#9960

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9960 awarded to Konen Rock Products for the District 12 Rock Production Project on the Oregon-Washington Highway in Umatilla County.

Final payment on this contract is $2,495 and the total contract amount is $82,483.72. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Konen Rock Products
Route 1, Box 23B
Milton-Freewater, OR 97862

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

FKN:arc

NOTED ON CARD
11-21-85arc

9960

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9960, On Site Work Substantially Completed July 10, 1985

All Work Completed July 16, 1985

Project District 12 Rock Production Project

Highway Oregon-Washington

County Umatilla

Type of Work Rock Production

Contractor Konen Rock Production

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

N

October 9, 1985

CON 5

Konen Rock Products
Route 1, Box 23B
Milton-Freewater, OR 97862

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional six calendar days due to unavailability or late delivery of crusher screen material.

Section 108.09 of the contract Standard Specifications states, in part, "In considering adjustments of contract time, the Engineer will rule out shortage or inadequacy of labor and equipment, late delivery of materials, . . . and other deficiencies or lacks which are within the province of the contractor's control or responsibility."

No additional contract time can be granted for the shortage of equipment or material required to complete the work.

The Engineer did order additional 3/8-inch #10 material to be produced and delivered to Milepoint 10.2 on Highway 330. A contract time adjustment of an additional 4 1/2 calendar days is granted for producing the added material.

There remain 5 1/2 calendar days of liquidated damages under this contract. Should you wish to review this matter further, or to submit additional data, please contact Assistant District Engineer, Walter Sullivan.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
R. D. Hector w/att.
Walter Sullivan
Bruce Walton

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Pendleton, OR 97801
September 25, 1985

FILE:

Walter R. Sullivan

FROM: Walter R. Sullivan
Assistant District Engineer

SUBJECT: Time Extension for District 12
Rock Contract 9960

TO: J. X. Wilson
Regional Maintenance Engineer

The contractor would have been able to complete the project had the necessary part needed for the project not been back ordered by Western Wire of Portland. Western Wire had a machine failure and were unable to krimp the wire. (See attached letter from contractor).

In addition, the District Engineer requested the contractor to produce an additonal 1,000 cubic yards of 3/8-10 sanding material to be placed in the new sand shed that is to be constructed on Highway 330 at MP 10.2.

Due to the unavailability of the screen and the additional material requested by the District Engineer, this office recommends that the time extension be granted.

cd

10-7-85

W. E. Schwartz -

I do not concur with Region and Ass't. District Engineer. Shortage of equipment is not a valid reason for time extension.

O. B. Jackson

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA SEP 26 1985 ☐
RECEIVED
REGION 5 OFFICE

9-26-85

CC: O.B. Jackson - I concur that the requested 6 additional days be granted.

J.X.W.

RECEIVED
SEP 30 1985
CONSTRUCTION SECTION
CAE ____ L3 ____ TC.
COE ____ OM ____ SA ____ CC.
OE ____ FE ____ CI
CA ____ POC ____
CAN ____ QCS ____
FILE

[illegible]

October 9, 1985

Konen Rock Products
Route 1, Box 23B
Milton-Freewater, OR 97862

CON 5

CORRECTED COPY

Time Extension Request
District 12 Rock Production
Contract No. 9960

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional six calendar days due to unavailability or late delivery of crusher screen material.

Section 108.09 of the contract Standard Specifications states, in part, "In considering adjustments of contract time, the Engineer will rule out shortage or inadequacy of labor and equipment, late delivery of materials, . . . and other deficiencies or lacks which are within the province of the contractor's control or responsibility."

No additional contract time can be granted for the shortage of equipment or material required to complete the work.

The Engineer did order additional 3/8-inch #10 material to be produced and delivered to Milepoint 10.2 on Highway 330. A contract time adjustment of an additional 4 1/2 calendar days is granted for producing the added material.

There remain 5 1/2 calendar days of liquidated damages under this contract. Should you wish to review this matter further, or to submit additional data, please contact Assistant District Engineer, Walter Sullivan.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
  for Operations

OBJ:mk sl

bc C. O. Fredrickson
   R. D. Hector   w/att.
   Walter Sullivan
   Bruce Walton

1985 Dist 13 Rock Production Proj. 9961
@ M.P. 16.39 on Cove Hwy. S. of Cove.

November 6, 1986

CON 5 - 9961

Kingrey, Price & Duyck Insurance
P. O. Box 784
Springfield, OR 97477

Thank you for your letter of October 29, 1986, concerning Contract No. 9961 with Portable Rock Production Co. for the District 13 Rock Production Project.

Our Highway Division Accounting Office has reviewed their records and the amounts stated in our October 7, 1986, letter as total contract amount of $359,039.79 and work performed under force account of $15,104.28 were incorrect. The correct amounts are as follows:

Final payment:	$ 2,000.00
Total contract amount:	$ 150,108.16
Amount of force account	-0-

We are sorry for the confusion and the inconvenience we have caused you.

Fran Neavoll
COMMISSION SERVICES

FKN:slp

cc: Portable Rock Production Co., Inc.
34940 Highway 58
Eugene, OR 97405

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Robert Hector

KPD KINGREY, PRICE & DUYCK INSURANCE

3171 GATEWAY LOOP • 503/741-0550
P. O. BOX 784 • SPRINGFIELD, OREGON 97477

I. L. "Ike" Kingrey, CPCU
Gordon Price
Stan Duyck, CPCU
Mike Niderost
Bill Eltz, CPCU
John J. Kennedy

Charles "Chuck" Prentice
Chris Duyck
Bruce Lee
Shirey Coomler
Jane Kammerzelt
Mick Yakel

October 29, 1986

State of Oregon
Department of Transportation
Commission Services
State Highway Building
Salem, Oregon 97310

ATTENTION: Fran Neavall

Re: CON 5 - 9961
and
Portable Rock Production Co., Inc.

Gentlemen:

See copy of George Bell's 10-7-86 letter attached.

We have reason to believe that the final contract figure may not be correct. Could you please double check and advise this office at the earliest possible time.

Thank you.

Very truly yours,

KINGREY, PRICE & DUYCK INSURANCE

Sherril Caudill

Sherril Caudill, Bond Department
for I. L. "Ike" Kingrey

sc

enc.

cc: Portable Rock Production Co., Inc.
Transamerica Insurance Company #5741 0929

RECEIVED
OCT [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]

February 19, 1986

CON 5
#9961

Transamerica Insurance Co.
1150 S. Olive St.
Los Angeles, CA 90015

Contract No. 9961 awarded to Portable Rock Production Co., Inc. for work on the District 13 Rock Production Project was completed on October 3, 1985, and accepted by the State Highway Division on February 13, 1986.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 24, 1986.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Portable Rock Production Co., Inc.
34940 Highway 58
Eugene, OR 97405

Kingrey, Price & Duyck Insurance
P.O. Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert Hector

9961

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9961

TO: Robert Gormsen
Manager, Commission Services

DATE: February 13, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9961, On Site Work Substantially Completed 8-30-85

All Work Completed 10-3-85

Project District 13 Rock Production Project

Highway Cove

County Union

Type of Work Rock Production

Contractor Portable Rock Production Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-19-86 - Surety letter written.

noted

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9961

d

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: District 13 Rock Production Project

WEEK ENDING: August 31, 1985

SECTION PREFIX: 031-1591

HIGHWAY: Cove

COUNTY: Union

NAME OF JOB: District 13 Rock Production Project

KIND OF WORK: Rock Production

CONTRACTOR: Portable Rock Production Co., Inc.

CONTRACT NUMBER: 9961

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: February 26, 1985

DATE WORK STARTED: July 30, 1985

ESTIMATED COMPLETION DATE: September 1, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 8 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 174,199.80

SPECIFIED COMPLETION DATE: June 30, 1985

PERCENT OF TIME ELAPSED: 100%

EXCLUSIVE OF ENGINEERING: $ 153,480.00

ENGINEERING AUTHORIZATION: $ 13,813.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 153,480.00

ENGINEERING COST TO DATE: $ 4,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 25 %

DATE PROJECT WAS COMPLETED: August 30, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			-		
MILES PARTIALLY COMPLETED			-		
MILES COMPLETED			-		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			14,400		
TOTAL QUANTITIES CORRECTED TO DATE			14,400		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			14,400		
AVERAGE DAILY QUANTITIES			-		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-		
NUMBER OF SHIFTS PER DAY			2		
HOURS PER SHIFT			10		

EQUIPMENT USED DURING THE WEEK:

3 loaders, 4 belly dumps, 1 crusher, 1 dozer

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	Fair	1		
TUESDAY	Fair	1		
WEDNESDAY	Fair	1		
THURSDAY	Fair	1		
FRIDAY	Fair	1		Completed
SATURDAY	Fair			

RECEIVED
[illegible] 10 1985
CONSTRUCTION
SECTION
CE.... CAE.... LS..... TC.....
COE.... OM.... SA..... CC.....
OE.......... FE..... CP.....
CA.......... FQC..........
CAM.......... QCS..........
ELD.......... FILE..........

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Crushing 3/4"-1/2", 1/2"-1/4", 1/4"-#10 oiling rock. Hauling 3/4"-1/2" to stockpile site
TUESDAY	Crushing 3/4"-1/2" oiling rock, and hauling to stockpile site.
WEDNESDAY	Crushing 3/4"-1/2" and washing 1/4"-#10, hauling 3/4"-1/2" to stockpile site.
THURSDAY	Completed crushing today, washing 1/4"-#10. Hauling to stockpile site.
FRIDAY	Washing 1/4"-#10, hauling to stockpile site and dismantling crusher. Completed work.
SATURDAY	

REMARKS

All work completed on Friday P.M.

SIGNED M J Johnson LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1985 Dist.10 Rock Production 9962
Proj. on The Dalles-California
& Ochoco Highways.

99

April 8, 1986

CON 5 - #9962

Kingrey, Price & Duyck Insurance
P.O. Box 784
Springfield, OR 97477

Contract No. 9962 awarded to R. J. Taggart Construction Co., Inc. for the District 10 Rock Production Project in Wasco, Jefferson and Wheeler Counties was completed on March 10, 1986, and accepted by the State Highway Division on March 27, 1986.

Final payment in the amount of $1,000.00 will be released to the contractor after April 14, 1986. The total contract amount is $374,523.53 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: R. J. Taggart Construction
Co., Inc.
3450 Cherry Avenue
Salem, OR 97303

Transamerica Insurance Co.
700 N.E. Multnomah
Suite 800
Portland, OR 97232

Transamerica Insurance Co.
1150 South Olive St.
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

9962

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#9962

TO: Robert Gormsen
Manager, Commission Services

DATE: March 27, 1986

FROM: William E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9962 , On Site Work Substantially Completed 7-1-85

All Work Completed 3-10-86

Project District 10 Rock Production

Highway The Dalles-California & Ochoco

County Wasco, Jefferson & Wheeler

Type of Work Rock Production

Contractor R. J. Taggert Construction Co., Inc.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-8-86 - Surety letter written.

noted
RGormsen

on Apr
report

RECEIVED
APR 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION District 10 Rock Production

WEEK ENDING November 2, 1985

SECTION PREFIX 33-1592-900

HIGHWAY The Dalles-Cal. & Ochoco

COUNTY Wasco, Jefferson, & Wheeler

NAME OF JOB District 10 Rock Production

KIND OF WORK Rock Production

CONTRACTOR R.J. Taggart Construction Co., Inc.

CONTRACT NUMBER 9962

FEDERAL AID PROJECT NUMBER State

DATE OF CONTRACT April 3, 1985

DATE WORK STARTED April 10, 1985

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE June 15, 1985

PERCENT OF TIME ELAPSED 100

PROJECT AUTHORIZATION: $ 428,678.15

EXCLUSIVE OF ENGINEERING: $ 394,686.05

ENGINEERING AUTHORIZATION $ 33,992.10

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 381,312.50

ENGINEERING COST TO DATE $ 24,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: UNDERRUN 3.4 %

PERCENT OF AUTHORIZATION 70 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 1/4"-#10	3/8"-#10	
			GRADING	SURFACING			PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED					3,900 cy	26,700 cy	
TOTAL ESTIMATED QUANTITIES (CONTRACT)					3,900	26,700	
TOTAL QUANTITIES CORRECTED TO DATE					4,031	26,637	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CC ---- CAE ---- RECEIVED LS ---- TC ----
COE ---- OM ----
SA ---- CC ----
OE ---- NOV 05 1985 FE ---- CP ----
CA ----
PQC ----
CAM ---- CONSTRUCTION OCS ----
EEO ---- SECTION FILE ----

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor had Sub-contractor doing clean up work in Cow Canyon Material source all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Next Week: Complete and submit semi-final.

Status: Project complete - will do semi-final as time allows.
Contractor has clean-up work left at Cow Canyon material source.
Visitors:

Const: 3
Region: 1
File: 1

SIGNED Daniel R. Bayle LOCATION BEND
for Jerry Thackery

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

1985 Will. R. Br. (Ellsworth St.) 9963
Sec, Albany-Corvallis Hwy. in Albany
(maint. painting)

9963

December 9, 1986

CON 5 - #9963

Aetna Casualty & Surety Company
Bond Department
Aetna Plaza
2201 6th Avenue
Seattle, WA 98121

On November 18, 1986, we wrote to you concerning release of final payment on Contract No. 9963 awarded to Lundeen Coatings Corporation for maintenance painting on the Willamette River (Ellsworth Street) Bridge Section of the Albany-Corvallis Highway in Benton and Linn Counties.

Final payment on this contract is $5,000.00 and the total contract amount is $435,177.68. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: Lundeen Coatings Corporation
10251 Calabash Avenue
P.O. Box 427
Fontana, CA 92335

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9963

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9963

TO: Commission Services **DATE:** November 14, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9963 , On Site Work Substantially Completed October 7, 1985

All Work Completed November 15, 1985

Project Willamette River (Ellisworth Street) Bridge

Highway Albany-Corvallis

County Benton and Linn

Type of Work Maintenance

Contractor Lundeen Coatings Corporation

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
NOV 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

11-18-86 Letter written to surety. azm

81-123-1387

CL 1986-0078

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 12, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#[illegible]

FILED
FEB 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

RECEIVED
FEB 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Ivy Rents Equipment Inc.
195 Madison
Eugene, OR 97402

Attention: Jim Cavanaugh
Manager

We have received your letter of January 14, 1986, with attached invoices and statements, filing a claim against the following Highway Division contract:

FILED BY:	Ivy Rents Equipment Inc.
AMOUNT:	$14,213.90 for equipment and $324.24 for scaffold including finance charges
FOR:	Rental Equipment and Scaffold
AGAINST (Prime contractor):	Lundeen Coatings Corporation
CONTRACT NO.:	9963
PROJECT:	Willamette River (Ellsworth Street) Bridge, Albany-Corvallis Highway, Benton and Linn Counties
SURETY:	Aetna Casualty and Surety Company

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Lundeen Coatings Corp.
10251 Calabash Ave.,
P.O. Box 427
Fontana, CA 92335

Aetna Casualty and Surety Co.
Bond Dept.
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
PRI

N

February 12, 1986

CON 5
#9963

Ivy Rents Equipment Inc.
195 Madison
Eugene, OR 97402

Attention: Jim Cavanaugh
Manager

We have received your letter of January 14, 1986, with attached invoices and statements, filing a claim against the following Highway Division contract:

FILED BY: Ivy Rents Equipment Inc.

AMOUNT: $14,213.90 for equipment and $324.24 for scaffold including finance charges

FOR: Rental Equipment and Scaffold

AGAINST (Prime contractor): Lundeen Coatings Corporation

CONTRACT NO.: 9963

PROJECT: Willamette River (Ellsworth Street) Bridge, Albany-Corvallis Highway, Benton and Linn Counties

SURETY: Aetna Casualty and Surety Company

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Lundeen Coatings Corp.
10251 Calabash Ave.,
P.O. Box 427
Fontana, CA 92335

Aetna Casualty and Surety Co.
Bond Dept.
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond
FKN:jk

NOTED ON CARD
2-12-86 JK

EUGENE
195 Madison
484-2511

MEDFORD
2216 W. Main
773-7321

Ivy
HI-LIFT
EQUIPMENT
A SUBSIDIARY OF IVY RENTS EQUIPMENT INC.

PORTLAND
2310 N.E. Columbia Blvd.
287-9800

SALEM
P.O. Box 12244
2240 Simpson S.E.
399-9568

January 14, 1986

Commission Service
121 Transportation Bldg.
Salem, Or. 97310

Attn; Mr. Bob Gormsen

RE: Contract # 9963

Dear Mr. Gormsen:

We have supplied rental equipment and scaffold to Lundeen Coatings of Fontana, California for the Ellsworth Street Bridge job in Albany, Oregon.

Their account is presently past due $14,213.90 for the equipment and $324.24 for the scaffold including finance charges as of Dec. 25, 1985.

Enclosed find copies of invoices and statements.

Please make a claim in our behalf for the amount specified above.

Sincerely,

Jim Cavanaugh

Jim Cavanaugh, Manager
Eugene office

JC/jk
enc.

RECEIVED
JAN 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"SPECIALISTS IN SCAFFOLDING, SHORING, & HIGH-REACH EQUIPMENT"

IVY RENTS SCAFFOLDING, INC.

RENTAL INOVICE

PLEASE | IVY RENTS SCAFFOLDING, INC.
REMIT | P.O. BOX 2219
PAYMENT| EUGENE, OR 97402
TO | (503) 484-2511

INVOICE NO. 101547 PAGE 1
INVOICE DATE 10/09/85
RETURN SHT.NO.
RETURN DATE
CUSTOMER NO. LUN100
CUSTOMER PO 5311-2956
CUSTOMER JOB ELLSWORTH BRDG
TERMS NET 28 DAYS
SHIPPED VIA Customer Pickup

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH STREET BRIDGE

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
266	8/13/85	1	SKY CLIMBER - MANUAL ZSCM4-25361	9/10/85	10/08/85	300.000	0.0	300.00
266	8/13/85	1	SKY CLIMBER - MANUAL ZSCM4-27294	9/10/85	10/08/85	0.000	0.0	0.00
266	8/13/85	1	SKY LOCK ZSCSL19800	9/10/85	10/08/85	0.000	0.0	0.00
266	8/13/85	1	SKY LOCK ZSCSL18110	9/10/85	10/08/85	0.000	0.0	0.00

A MONTHLY FINANCE CHARGE
OF 2% (24% ANNUAL RATE)
WILL BE ADDED ON PAST DUE
ACCOUNTS.

** PROGRESS BILLING **

INVOICE TOTAL	300.00
SALES TAX	0.00
TOTAL DUE	300.00

RECEIVED
JAN [illegible] 1986
SERVICES

IVY RENTS SCAFFOLDING, INC.

RENTAL RETURN INVOICE

PLEASE | IVY RENTS SCAFFOLDING, INC.
REMIT | P.O. BOX 2219
PAYMENT| EUGENE, OR 97402
TO | (503) 484-2511

INVOICE NO.	101586 PAGE 1
INVOICE DATE	10/15/85
RETURN SHT.NO.	1021
RETURN DATE	10/07/85
CUSTOMER NO.	LUN100
CUSTOMER PO	5311-2956
CUSTOMER JOB	ELLSWORTH BRDG
TERMS	NET 28 DAYS
SHIPPED VIA	Customer Pickup

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH STREET BRIDGE

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
266	8/13/85	1	SKY CLIMBER - MANUAL ZSCM4-25361	10/08/85	10/07/85	0.000	0.0	0.00
266	8/13/85	1	SKY CLIMBER - MANUAL ZSCM4-27294	10/08/85	10/07/85	0.000	0.0	0.00
266	8/13/85	1	SKY LOCK ZSCSL18110	10/08/85	10/07/85	0.000	0.0	0.00
266	8/13/85	1	SKY LOCK ZSCSL19800	10/08/85	10/07/85	0.000	0.0	0.00

[illegible]

RECEIVED
JAN 15 1986
[illegible] SERVICES

A MONTHLY FINANCE CHARGE
OF 2% (24% ANNUAL RATE)
WILL BE ADDED ON PAST DUE
ACCOUNTS.

INVOICE TOTAL	0.00
SALES TAX	0.00
TOTAL DUE	0.00

STATEMENT

EUGENE
P.O. BOX 2219
Eugene, OR 97402
484-2511

SALEM
2240 S.E. Simpson
Salem, OR 97309
399-9568

IVY HI-LIFT

SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

PORTLAND
2310 N.E. Columbia Blvd.
Portland, OR 97211
287-9800

MEDFORD
2216 W. Main
Medford, OR 97501
773-7323

LUNDEEN COATINGS
P O BOX 427
FONTANA CA 92335

STATEMENT DATE	ACCOUNT NO.
12/25/85	LUN100

ITEMS AFTER THIS DATE WILL APPEAR ON YOUR NEXT STATEMENT.

PLEASE REFER TO THIS ACCOUNT NO. WHEN MAKING INQUIRIES.

IVY RENTS SCAFFOLDING, INC.
PLEASE REMIT TO: P.O. BOX 2219, EUGENE, OR 97402

REFERENCE	DATE	CODE	DESCRIPTION	AMOUNT	BALANCE
101285	9/18/85	I	P.O./JOB #5311-2956	300.00	300.00
101547	10/09/85	I	P.O./JOB #5311-2956	300.00	600.00
520158	10/25/85	F	FINANCE CHARGE	6.00	606.00
521158	11/25/85	F	FINANCE CHARGE	12.12	618.12
5736	12/17/85	P	PAYMENT ON INVOICE 101285	300.00CR	318.12
522158	12/25/85	F	FINANCE CHARGE	6.12	324.24

Past Due

RECEIVED
JAN 15 1986
[illegible] SERVICES
[illegible] OF TRANSPORTATION

CODES:
I = INVOICE
C = CREDIT MEMO
D = DEBIT MEMO
P = PAYMENT
A = DISCOUNT ALLOWED
F = FINANCE CHARGE

A MONTHLY **FINANCE CHARGE** OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

PLEASE PAY → 324.24

Current	Past 30	Past 60	Past 90
6.12	12.12	606.00	.00

MEMBER SIA SCAFFOLD INDUSTRY ASSOCIATION

IVY RENTS EQUIPMENT, INC.

RENTAL RETURN INVOICE

PLEASE REMIT PAYMENT TO
IVY RENTS EQUIPMENT, INC.
P.O. BOX 2219
EUGENE, OR 97402
(503) 484-2511

INVOICE NO. 150561 PAGE 1
INVOICE DATE 9/12/85
RETURN SHT.NO. 55165
RETURN DATE 8/26/85
CUSTOMER NO. LUN100
CUSTOMER PO 5041-2956
CUSTOMER JOB ELLSWORTH
TERMS NET 28 DAYS
SHIPPED VIA TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH STREET BRIDGE

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
55165	7/16/85	1	MARKLIFT 30' BOOM-D/F-ROT B30L-M1271	8/13/85	8/26/85	725.000	0.0	725.00

RECEIVED
JAN 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

INVOICE TOTAL	725.00
SALES TAX	0.00
TOTAL DUE	725.00

IVY RENTS EQUIPMENT, INC.

RENTAL INVOICE

PLEASE REMIT PAYMENT TO
IVY RENTS EQUIPMENT, INC.
P.O. BOX 2219
EUGENE, OR 97402
(503) 484-2511

INVOICE NO.	150569 PAGE 1
INVOICE DATE	9/12/85
RETURN SHT.NO.	
RETURN DATE	
CUSTOMER NO.	LUN100
CUSTOMER PO	5041-2956
CUSTOMER JOB	ELLSWORTH
TERMS	NET 28 DAYS
SHIPPED VIA	TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH STREET BRIDGE

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
55165	7/16/85	1	MARKBOOM RT-30' - D/F B30RT-M0637	8/13/85	9/10/85	1,450.000	0.0	1,450.00

RECEIVED
JAN 15 1986
[illegible] SERVICES

A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

PROGRESS BILLING

INVOICE TOTAL	1,450.00
SALES TAX	0.00
TOTAL DUE	1,450.00

RENTAL INOVICE

PLEASE | IVY RENTS EQUIPMENT, INC.
REMIT | P.O. BOX 2219
PAYMENT| EUGENE, OR 97402
TO | (503) 484-2511

INVOICE NO. 150594 PAGE 1
INVOICE DATE 9/18/85
RETURN SHT.NO.
RETURN DATE
CUSTOMER NO. LUN100
CUSTOMER PO 5041-2956
CUSTOMER JOB ELLSWORTH BRDGE
TERMS NET 28 DAYS
SHIPPED VIA TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH BRIDGE
ALBANY, OREGON

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
56266	7/25/85	1	MARKBOOM ROUGH TERRAIN 30' B30RT-M0533	8/22/85	9/19/85	1,450.000	0.0	1,450.00

RECEIVED
JUL 15 1986
[illegible] SERVICES

A MONTHLY FINANCE CHARGE
OF 2% (24% ANNUAL RATE)
WILL BE ADDED ON PAST DUE
ACCOUNTS.

** PROGRESS BILLING **

INVOICE TOTAL	1,450.00
SALES TAX	0.00
TOTAL DUE	1,450.00

IVY RENTS EQUIPMENT, INC.

RENTAL INVOICE

PLEASE | IVY RENTS EQUIPMENT
REMIT | P.O. BOX 2219
PAYMENT | EUGENE, OR 97402
TO |

INVOICE NO. 150614 PAGE 1
INVOICE DATE 9/23/85
RETURN SHT.NO.
RETURN DATE
CUSTOMER NO. LUN100
CUSTOMER PO 5041-2956
CUSTOMER JOB ELLSWORTH BRDGE
TERMS NET 28 DAYS
SHIPPED VIA TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH STR BRIDGE
ALBANY, OREGON

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	TO	UNIT RATE	DISC%	AMOUNT
56324	8/26/85	1	MARKBOOM 40' GAS/PRO B40G-M0114	8/26/85	9/23/85	1,850.000	0.0	1,850.00
56324	8/26/85		DELIVERY & REMOVAL DEL					100.00

RECEIVED
JUN 1[illegible] 1986
COMMUNICATION SERVICES
[illegible]

A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

** PROGRESS BILLING **

INVOICE TOTAL	1,950.00
SALES TAX	0.00
TOTAL DUE	1,950.00

IVY RENTS EQUIPMENT, INC.

RENTAL INVOICE

PLEASE | IVY RENTS EQUIPMENT, INC.
REMIT | P.O. BOX 2219
PAYMENT | EUGENE, OR 97402
TO | (503) 484-2511

INVOICE NO.	150612 PAGE 1
INVOICE DATE	9/23/85
RETURN SHT.NO.	
RETURN DATE	
CUSTOMER NO.	LUN100
CUSTOMER PO	5041-2956
CUSTOMER JOB	ELLSWORTH BRDGE
TERMS	NET 28 DAYS
SHIPPED VIA	TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH ST BRIDGE
ALBANY, OREGON

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	TO	UNIT RATE	DISC%	AMOUNT
56275	7/30/85	1	MARKBOOM ROUGH TERRAIN 40'-DSL B40RTD-M0207	8/27/85	9/24/85	1,850.000	0.0	1,850.00

RECEIVED
JAN 1 1986
COMMISSION SERVICES

A MONTHLY FINANCE CHARGE
OF 2% (24% ANNUAL RATE)
WILL BE ADDED ON PAST DUE
ACCOUNTS.

** PROGRESS BILLING **

INVOICE TOTAL	1,850.00
SALES TAX	0.00
TOTAL DUE	1,850.00

IVY RENTS EQUIPMENT, INC.

SALES INVOICE

PLEASE | IVY RENTS EQUIPMENT, INC.
REMIT | P.O. BOX 2219
PAYMENT| EUGENE, OR 97402
TO | (503) 484-2511

INVOICE NO.	150607 PAGE 1
INVOICE DATE	9/20/85
RETURN SHT.NO.	
RETURN DATE	
CUSTOMER NO.	LUN100
CUSTOMER PO	5311-2956
CUSTOMER JOB	ELLSWORTH BRDGE
TERMS	NET 28 DAYS
SHIPPED VIA	TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH STREET BRIDGE
ALBANY, OREGON

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
266	9/20/85	200	WIRE ROPE CABLE FOR CLIMBERS			0.98	0.0	196.00
			OZC					

RECEIVED
J[illegible] 15 1986
COMMISSION SERVICES

SUB TOTAL	196.00
LABOR CHARGE	0.00
DELIVERY CHARGE	0.00
RETURN CHARGE	0.00
DAMAGE WAIVER	0.00
MISCELLANEOUS CHARGES	0.00
FREIGHT CHARGES	0.00
INVOICE TOTAL	196.00
SALES TAX	0.00
TOTAL DUE	196.00

A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

RENTAL RETURN INVOICE

PLEASE | IVY RENTS EQUIPMENT, INC.
REMIT | P.O. BOX 2219
PAYMENT | EUGENE, OR 97402
TO | (503) 484-2511

INVOICE NO. 150514 PAGE 1
INVOICE DATE 9/04/85
RETURN SHT.NO. 55203
RETURN DATE 8/20/85
CUSTOMER NO. LUN100
CUSTOMER PO 5449-2956
CUSTOMER JOB ELLSWORTH BRDG
TERMS NET 28 DAYS
SHIPPED VIA TRUCK

7338

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH STR BRIDGE
ALBANY, OREGON

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT	
55203	8/09/85	1	MARKBOOM 40' GAS/PRO/W/ROTATOR B40G-M0711	8/09/85	8/20/85	952.000	0.0	952.00	
55203			DELIVERY & REMOVAL	8/09/85				100.00	
			LABOR FOR REPAIRS	8/20/85	10-23 PAID →			297.50	— P.O.# 5311-295
			FUEL SALE: 7.9 GALLONS	8/20/85				9.88	
			PARTS FOR REPAIRS	8/20/85	10-23 PAID →			260.56	— P.O.# 5311.295

RECEIVED

A MONTHLY FINANCE CHARGE
OF 2% (24% ANNUAL RATE)
WILL BE ADDED ON PAST DUE
ACCOUNTS.

LABOR + PARTS

INVOICE TOTAL	1,619.94
SALES TAX	0.00
TOTAL DUE	1,619.94

10-23-85 PARTIAL payment - 558.06 ck# 09105

$ 1061.88

10' Boo

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211-

EUGENE
484-2511
195 MADISON
97402-5089

IVY HI-LIFT
SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

399-9566
2240 S.E. SIMPSON
97309-0224

WEST MAIN RENTAL
2216 W. MAIN
97501-2297

55203

RENTED TO: Lunden Coatings (UN100)

DELIVERY INSTRUCTIONS: Ellsworth St. Bridge
Albany

SALESMAN: 100 / 101

P.O. NO: 5449- [illegible]1-2956

DATE: 8-8-85
OFF. PHONE:
JOB PHONE:
JOB NO.:
ORDERED BY: Eugene

RENTED FROM: ☐ PORTLAND • ☒ EUGENE • ☐ SALEM • ☐ MEDFORD • ☐ OTHER

THIS AGREEMENT TERMINATES:

REQUESTED: DELIVERY ☒ CUST. P/U ☐ DATE: ASAP TIME:

ACTUAL: DELIVERY ☑ CUST. P/U ☐ DEL. BY MC DATE: 8-8-85 TIME: 5:00

REMOVAL REQUESTED: DATE: 8-20-85 TIME: 12 Noon

ACTUAL: REMOVAL ☒ CUST. RET. ☐ REM. BY BM DATE: 8-20-85 TIME: 12 NOON

MONTHLY RENTAL PERIOD IS FOUR 5-DAY WORK WEEKS OR 20 WORK DAYS (WORK DAY = 8 HOURS)

EQUIP. NO.	EQUIPMENT DESCRIPTION	HOUR METER START	HOUR METER FINISH	DAILY	WEEKLY	FOUR WEEKS	TIME BILLED	BILLING
MO711	40' BOOM			150	595	1850	8 days	952 –
	Poor Gone							
	2 Front tires Torn Badly							

DELIVERY-MI:	50.00
___ HRS. X ___	
REMOVAL-MI:	50.00
___ HRS. X ___	
FUEL-GAL: 7.9	9.88
Repairs As	
Per attached	
R.O. # 3694	260.56
Labor	297.50
SALES TAX	
DAMAGE WAIVER	
TOTAL	

LESSEE IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF THE EQUIPMENT WHILE IT IS IN THE POSSESSION OF LESSEE. OPERATION AND MAINTENANCE INSTRUCTIONS ARE POSTED ON ALL EQUIPMENT. PLEASE ADVISE IF YOU HAVE ANY QUESTIONS ABOUT PROPER OPERATING OR MAINTENANCE PROCEDURES.

DISCLAIMER

LESSOR MAKES NO WARRANTIES, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.

LESSOR LEASES TO THE UNDERSIGNED LESSEE THE ABOVE DESCRIBED EQUIPMENT UPON THE TERMS AND CONDITIONS SET FORTH ON THIS PAGE AND ON THE BACK HEREOF. READ BOTH SIDES BEFORE SIGNING. LESSEE PROMISES TO PAY THE RENTAL PROVIDED FOR HEREIN AND TO RETURN THE ABOVE DESCRIBED EQUIPMENT NO LATER THAN THE DATE EQUIPMENT IS TO BE RETURNED AS SET FORTH ABOVE. LESSEE WARRANTS AND REPRESENTS THAT ALL DATA AND INFORMATION FURNISHED LESSOR, INCLUDING IDENTIFICATION PRESENTED LESSOR, HAVE BEEN FURNISHED BY LESSEE AS AN INDUCEMENT TO LESSOR TO LEASE THE EQUIPMENT, AND THAT ALL SUCH INFORMATION, DATA, NAMES AND ADDRESSES ARE TRUE AND CORRECT.

DAMAGE AND THEFT WAIVER: When a piece of equipment has been delivered to you, the Lessee, it is in your care, custody and control. Therefore, you are responsible for all theft and damage. You therefore are required to do one of the following:

1. Initial the Damage and Theft Waiver to indicate acceptance and agree to pay Lessor an additional amount equal to six percent (6%) of the total rental. In return therefor Lessor agrees to waive certain claims for loss or damage to rental item(s), as specified on reverse side of this contract. Lessee will keep equipment locked and guarded when not in use.

ACCEPT DAMAGE & THEFT WAIVER ____________

2. Provide Lessor with proof of insurance from your agent showing sufficient comprehensive and liability coverage for the replacement value of the equipment prior to the completion of your rental period or the first month's rent, whichever occurs first. If Lessee fails to produce the required proof of insurance, Ivy Rents Equipment may charge Lessee for Damage and Theft Waiver coverage.

WARNING: LESSEE IS RESPONSIBLE FOR DAMAGE AND REPAIRS TO TIRES AND FOR DAMAGE TO BATTERIES DUE TO LACK OF SERVICE. ACCESSORIES ARE EXCLUDED FROM THEFT COVERAGE.

Carrying Charges of 2% per month will be charged on all balances twenty-eight (28) days after the date of this agreement.

LESSOR ____ LESSEE Eugene Bentz ____ EQUIP. RETURNED

PURCHASE OPTION

Upon the condition that Lessee has promptly paid and performed all of Lessee's obligations under this agreement, Lessee shall have the option to purchase the equipment described in this agreement for the following purchase price

$____________

Upon any exercise of this option, Lessee shall be entitled to a credit against the purchase price as follows.

1. If Lessee has paid rental under this agreement for more than three (3) months, then Lessee shall be entitled to credit against the purchase price in the amount of one-half (1/2) of the rental paid by Lessee during the first three (3) months of this agreement.

2. If Lessee has paid rental under this agreement for three (3) months or less, then Lessee shall be entitled to credit against the purchase price in an amount equal to one-half (1/2) of the rental paid by Lessee.

Lessee's option to purchase may be exercised by Lessee paying the remaining balance of the purchase price to Lessor, in cash or cash equivalent, at any time prior to the expiration of this agreement. THE EQUIPMENT SHALL BE SOLD "AS IS" AND "WITH ALL FAULTS." THE SALE SHALL BE MADE WITHOUT ANY WARRANTY, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.

If no purchase price is specificed above, the Lessee shall have no option to purchase the equipment.

IF EQUIPMENT DOES NOT WORK PROPERLY, NOTIFY OFFICE AT ONCE

PLEASE REMIT PAYMENT TO
IVY RENTS EQUIPMENT
P.O. BOX 2219
EUGENE, OR 97402

INVOICE NO. 150678 PAGE 1
INVOICE DATE 10/03/85
RETURN SHT.NO. 56324
RETURN DATE 9/23/85
CUSTOMER NO. LUN100
CUSTOMER PO 5041-2956
CUSTOMER JOB ELLSWORTH BRDGE
TERMS NET 28 DAYS
SHIPPED VIA TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH STR BRIDGE
ALBANY, OREGON

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
56324	8/26/85	1	MARKBOOM 40' GAS/PRO B40G-M0114	9/23/85	9/23/85	92.500	0.0	92.50

A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

RECEIVED
[illegible]

INVOICE TOTAL	92.50
SALES TAX	0.00
TOTAL DUE	92.50

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211-

EUGENE
484-2511
195 MADISON
97402-5089

IVY HI-LIFT

SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

399-9568
2240 S.E. SIMPSON
97309-0224

EDFORD
772-7323
WEST MAIN RENTALS
2216 W. MAIN
97501-2297

200 Salem

56324

LUDIGO

RENTED TO: Sundeen Coatings
P.O. Box 427
Fontana, Calif 92335

DELIVERY INSTRUCTIONS: Ellworth St Bridge
Albany

SALESMAN: Dick S

P.O. NO: 5041-2956

DATE: 8-26-85
OFF. PHONE:
JOB PHONE:
JOB NO.:
ORDERED BY: Gene

RENTED FROM: ☐ PORTLAND • ☐ EUGENE • ☒ SALEM • ☐ MEDFORD • ☐ OTHER

THIS AGREEMENT TERMINATES:

REQUESTED: DELIVERY ☐ CUST. P/U ☐ DATE: 8-26-85 TIME: 3 PM

ACTUAL: DELIVERY ☒ CUST. P/U ☐ DEL. BY MD DATE: 8-26-85 TIME: 3 PM

REMOVAL REQUESTED: DATE: 9-24-85 TIME: 7:00 Am

ACTUAL: REMOVAL ✓ CUST. RET. ☐ REM. BY Dicks DATE: 9-24-85 TIME: 1:00 pm

MONTHLY RENTAL PERIOD IS FOUR 5-DAY WORK WEEKS OR 20 WORK DAYS (WORK DAY = 8 HOURS)

EQUIP. NO.	EQUIPMENT DESCRIPTION	HOUR START	METER FINISH	DAILY	WEEKLY	FOUR WEEKS	TIME BILLED	BILLING
1278 HO114	40 Boom			150	595	1350	21 days	92.50

LESSEE IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF THE EQUIPMENT WHILE IT IS IN THE POSSESSION OF LESSEE OPERATION AND MAINTENANCE INSTRUCTIONS ARE POSTED ON ALL EQUIPMENT. PLEASE ADVISE IF YOU HAVE ANY QUESTIONS ABOUT PROPER OPERATING OR MAINTENANCE PROCEDURES.

DISCLAIMER

LESSOR MAKES NO WARRANTIES, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.

LESSOR LEASES TO THE UNDERSIGNED LESSEE THE ABOVE DESCRIBED EQUIPMENT UPON THE TERMS AND CONDITIONS SET FORTH ON THIS PAGE AND ON THE BACK HEREOF READ BOTH SIDES BEFORE SIGNING LESSEE PROMISES TO PAY THE RENTAL PROVIDED FOR HEREIN AND TO RETURN THE ABOVE DESCRIBED EQUIPMENT NO LATER THAN THE DATE EQUIPMENT IS TO BE RETURNED AS SET FORTH ABOVE LESSEE WARRANTS AND REPRESENTS THAT ALL DATA AND INFORMATION FURNISHED LESSOR, INCLUDING IDENTIFICATION PRESENTED LESSOR, HAVE BEEN FURNISHED BY LESSEE AS AN INDUCEMENT TO LESSOR TO LEASE THE EQUIPMENT, AND THAT ALL SUCH INFORMATION, DATA, NAMES AND ADDRESSES ARE TRUE AND CORRECT.

DAMAGE AND THEFT WAIVER: When a piece of equipment has been delivered to you, the Lessee, it is in your care, custody and control. Therefore, you are responsible for all theft and damage. You therefore are required to do one of the following

1. Initial the Damage and Theft Waiver to indicate acceptance and agree to pay Lessor an additional amount equal to six percent (6%) of the total rental. In return therefor Lessor agrees to waive certain claims for loss or damage to rental item(s), as specified on reverse side of this contract. Lessee will keep equipment locked and guarded when not in use.

ACCEPT DAMAGE & THEFT WAIVER ____________

2. Provide Lessor with proof of insurance from your agent showing sufficient comprehensive and liability coverage for the replacement value of the equipment prior to the completion of your rental period or the first month's rent, whichever occurs first. If Lessee fails to produce the required proof of insurance, Ivy Rents Equipment may charge Lessee for Damage and Theft Waiver coverage

WARNING LESSEE IS RESPONSIBLE FOR DAMAGE AND REPAIRS TO TIRES AND FOR DAMAGE TO BATTERIES DUE TO LACK OF SERVICE. ACCESSORIES ARE EXCLUDED FROM THEFT COVERAGE.

Carrying Charges of 2% per month will be charged on all balances twenty-eight (28) days after the date of this agreement.

PURCHASE OPTION

Upon the condition that Lessee has promptly paid and performed all of Lessee's obligations under this agreement, Lessee shall have the option to purchase the equipment described in this agreement for the following purchase price.

$ ____________

Upon any exercise of this option, Lessee shall be entitled to a credit against the purchase price as follows

1 If Lessee has paid rental under this agreement for more than three (3) months, then Lessee shall be entitled to credit against the purchase price in the amount of one-half (1/2) of the rental paid by Lessee during the first three (3) months of this agreement

2 If Lessee has paid rental under this agreement for three (3) months or less, then Lessee shall be entitled to credit against the purchase price in an amount equal to one half (1/2) of the rental paid by Lessee

Lessee's option to purchase may be exercised by Lessee paying the remaining balance of the purchase price to Lessor, in cash or cash equivalent, at any time prior to the expiration of this agreement THE EQUIPMENT SHALL BE SOLD "AS IS" AND "WITH ALL FAULTS" THE SALE SHALL BE MADE WITHOUT ANY WARRANTY, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE

If no purchase price is specificed above, the Lessee shall have no option to purchase the equipment

DELIVERY-MI: 50.00
___ HRS. X ___
REMOVAL-MI: 50.00
___ HRS. X ___
FUEL-GAL:

rental Complete 9-24-85

SALES TAX
DAMAGE WAIVER
TOTAL

LESSOR Deeann

LESSEE Eugene E Bentz

EQUIP. RETURNED By Eugene

IF EQUIPMENT DOES NOT WORK PROPERLY, NOTIFY OFFICE AT ONCE.

RENTAL RETURN INVOICE

PLEASE | IVY RENTS EQUIPMENT, INC.
REMIT | P.O. BOX 2219
PAYMENT| EUGENE, OR 97402
TO | (503) 484-2511

INVOICE NO. 150675 PAGE 1
INVOICE DATE 10/03/85
RETURN SHT.NO. 56275
RETURN DATE 9/23/85
CUSTOMER NO. LUN100
CUSTOMER PO 5041-2956
CUSTOMER JOB ELLSWORTH BRDGE
TERMS NET 28 DAYS
SHIPPED VIA TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH ST BRIDGE
ALBANY, OREGON

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
56275	7/30/85	1	MARKBOOM ROUGH TERRAIN 40'-DSL B40RTD-M0207	9/24/85	9/23/85	0.000	0.0	0.00
			LABOR TO REPAINT/CLEAN BASKET	9/23/85				70.00
			FUEL SALE: 18 GALLONS	9/23/85				22.50
			LOST KEY	9/23/85				5.00
			MISCELLANEOUS PARTS AND PAINT	9/23/85				27.21

RECEIVED

A MONTHLY FINANCE CHARGE
OF 2% (24% ANNUAL RATE)
WILL BE ADDED ON PAST DUE
ACCOUNTS.

INVOICE TOTAL	124.71
SALES TAX	0.00
TOTAL DUE	124.71

IVY RENTS EQUIPMENT INC dba

IVY HI-LIFT

SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211-

EUGENE
484-2511
195 MADISON
97402-5089

SALEM
399-9568
2240 S.E. SIMPSON
97309-0224

MEDFORD
772-7323
WEST MAIN RENTALS
2216 W MAIN
97501-2297

56275

RENTED TO: Lundeen Coatings UNION

DELIVERY INSTRUCTIONS: Ellsworth St. Bridge
Albany OR.

DATE: 7-29-85
OFF. PHONE:
JOB PHONE:
JOB NO.:
SALESMAN: 100-101
P.O. NO: 5041-2956
ORDERED BY:

RENTED FROM: ☐ PORTLAND • ☒ EUGENE • ☐ SALEM • ☐ MEDFORD • ☐ OTHER

THIS AGREEMENT TERMINATES:

REQUESTED: DELIVERY ☒ CUST. P/U ☐ DATE: 7-30-85 TIME: ASAP

ACTUAL: DELIVERY ☒ CUST. P/U ☐ DATE: 7-30-85 DEL. BY ML TIME: 1:30

REMOVAL REQUESTED: DATE: 9-24-85 TIME: 7:30

ACTUAL: REMOVAL ☒ CUST. RET. ☐ DATE: 9-24-85 REM. BY ML TIME: 12.00

MONTHLY RENTAL PERIOD IS FOUR 5-DAY WORK WEEKS OR 20 WORK DAYS (WORK DAY = 8 HOURS)

EQUIP. NO.	EQUIPMENT DESCRIPTION	HOUR METER START	HOUR METER FINISH	DAILY	WEEKLY	FOUR WEEKS	TIME BILLED	BILLING
MO207	40RTD Boom		2000.7	150	595	1850	—	—

LESSEE IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF THE EQUIPMENT WHILE IT IS IN THE POSSESSION OF LESSEE OPERATION AND MAINTENANCE INSTRUCTIONS ARE POSTED ON ALL EQUIPMENT. PLEASE ADVISE IF YOU HAVE ANY QUESTIONS ABOUT PROPER OPERATING OR MAINTENANCE PROCEDURES.

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1. Initial the Damage and Theft Waiver to indicate acceptance and agree to pay Lessor an additional amount equal to six percent (6%) of the total rental. In return therefor Lessor agrees to waive certain claims for loss or damage to rental item(s), as specified on reverse side of this contract. Lessee will keep equipment locked and guarded when not in use.

ACCEPT DAMAGE & THEFT WAIVER ________

2. Provide Lessor with proof of insurance from your agent showing sufficient comprehensive and liability coverage for the replacement value of the equipment prior to the completion of your rental period or the first month's rent, whichever occurs first. If Lessee fails to produce the required proof of insurance, Ivy Rents Equipment may charge Lessee for Damage and Theft Waiver coverage

WARNING: LESSEE IS RESPONSIBLE FOR DAMAGE AND REPAIRS TO TIRES AND FOR DAMAGE TO BATTERIES DUE TO LACK OF SERVICE. ACCESSORIES ARE EXCLUDED FROM THEFT COVERAGE

Carrying Charges of 2% per month will be charged on all balances twenty-eight (28) days after the date of this agreement.

LESSOR

PURCHASE OPTION

Upon the condition that Lessee has promptly paid and performed all of Lessee's obligations under this agreement, Lessee shall have the option to purchase the equipment described in this agreement for the following purchase price

$________

Upon any exercise of this option, Lessee shall be entitled to a credit against the purchase price as follows

1. If Lessee has paid rental under this agreement for more than three (3) months, then Lessee shall be entitled to credit against the purchase price in the amount of one half (1/2) of the rental paid by Lessee during the first three (3) months of this agreement

2. If Lessee has paid rental under this agreement for three (3) months or less, then Lessee shall be entitled to credit against the purchase price in an amount equal to one half (1/2) of the rental paid by Lessee

Lessee's option to purchase may be exercised by Lessee paying the remaining balance of the purchase price to Lessor, in cash or cash equivalent, at any time prior to the expiration of this agreement THE EQUIPMENT SHALL BE SOLD "AS IS" AND "WITH ALL FAULTS" THE SALE SHALL BE MADE WITHOUT ANY WARRANTY, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE

If no purchase price is specificed above, the Lessee shall have no option to purchase the equipment

DELIVERY-MI:	50.00
___ HRS. X ___	
REMOVAL-MI:	50.00
___ HRS. X ___	
FUEL-GAL: 18°	22.50
Lost Key	5.00
Misc. proctod paint	27.21
2 hr Labor to repaint & clean Basket	70.00
SALES TAX	

PLEASE REMIT PAYMENT TO	IVY RENTS EQUIPMENT, INC. P.O. BOX 2219 EUGENE, OR 97402 (503) 484-2511	INVOICE NO.	150695 PAGE 1
		INVOICE DATE	10/07/85
		RETURN SHT.NO.	
		RETURN DATE	
		CUSTOMER NO.	LUN100
		CUSTOMER PO	5041-2956
		CUSTOMER JOB	ELLSWORTH
		TERMS	NET 28 DAYS
		SHIPPED VIA	TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH STREET BRIDGE

				RENTAL BILLED				
TKT NO	RENT DATE	QTY	DESCRIPTION	FROM	TO	UNIT RATE	DISC%	AMOUNT
55165	7/16/85	1	MARKBOOM RT-30' - D/F B30RT-M0637	9/10/85	10/08/85	1,450.000	0.0	1,450.00

RECEIVED
JAN 10 1986

A MONTHLY FINANCE CHARGE
OF 2% (24% ANNUAL RATE)
WILL BE ADDED ON PAST DUE
ACCOUNTS.

** PROGRESS BILLING **

INVOICE TOTAL	1,450.00
SALES TAX	0.00
TOTAL DUE	1,450.00

484-2511
195 MADISON
97402-5089

MEDFORD
773-7323
2216 W. MAIN
97501-2297

Ivy HI-LIFT EQUIPMENT

"Specialists in Scaffolding, Shoring, & High-Reach Equipment"
A SUBSIDIARY OF IVY RENTS EQUIPMENT INC.

399-9568
2240 S.E. SIMPSON
97309-0224

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211

MEMBER SIA SCAFFOLD INDUSTRY ASSOCIATION

Lundeen Coatings
P.O. Box 427
Fontana, CA 92335

LUNIOD

PLEASE REMIT PAYMENT TO:
☒ EUGENE
☐ PORTLAND
☐ SALEM

11843

DATE Oct. 14, 1985

☐ SALES ☒ RENTAL ☐ CREDIT

ORDER NO. 5574-2956	JOB NO.	SHIPPED TO Ellsworth Str Bridle
SALESMAN: ICC 101		

NO.	DESCRIPTION	RETURNED	RENTAL FROM	RENTAL TO	AMOUNT
	Rental Ticket 55214:				
~~21~~	#157 175 CM Compressor	10/7	9/25	10/7	$ 262.50
	Total Due				$ 262.50

TERMS: A DISCOUNT OF __________ MAY BE DEDUCTED IF PAID & POSTMARKED BY __________
NET 28 DAYS.
A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

PLEASE PAY BY INVOICE

ACCOUNTING

Billing—Blue Office—Green Accounting—Goldenrod Delivery—Pink

ON

MEDFORD
772-7323
WEST MAIN RENTALS
2216 W. MAIN
97501-2297

55214

DATE: 8-26-85
OFF. PHONE:
JOB PHONE:
JOB NO.:
ORDERED BY: Gene
MINATES:

DATE: 10-7-85
TIME: 1:45

HOURS)

OUR EEKS	TIME BILLED	BILLING
50	9 days	262.50

IVERY-MI: 300.00
HRS. X
IOVAL-MI: 300.00
HRS. X ___
L-GAL:
ALES TAX
AMAGE WAIVER
OTAL

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211-

EUGENE
484-2511
195 MADISON
97402-5089

IVY RENTS EQUIPMENT INC. dba
IVY HI-LIFT
SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

SALEM
399-9568
2240 S.E. SIMPSON
97309-0224

MEDFORD
772-7323
WEST MAIN RENTALS
2216 W. MAIN
97501-2297

55214

LUNDEO

RENTED TO: Lundeen Coatings

DELIVERY INSTRUCTIONS: Ellsworth St Bridge
Albany, Ore

SALESMAN: 100-101

P.O. NO: 5574-2956

DATE: 8-26-85

OFF. PHONE:

JOB PHONE:

JOB NO.:

ORDERED BY: Gene

THIS AGREEMENT TERMINATES:

RENTED FROM: ☐ PORTLAND • ☒ EUGENE • ☐ SALEM • ☐ MEDFORD • ☐ OTHER

REQUESTED: DELIVERY ☒ CUST. P/U ☐ DATE: 8-28-65 TIME: ASAP

ACTUAL: DELIVERY ☒ CUST. P/U ☐ DEL. BY [illegible] DATE: 8/28/85 TIME: 2:30

REMOVAL REQUESTED: DATE: 10-7-85 TIME: 7:30 AM

ACTUAL: REMOVAL ☒ CUST. RET. ☐ REM. BY MV DATE: 10-7-85 TIME: 1:45

MONTHLY RENTAL PERIOD IS FOUR 5-DAY WORK WEEKS OR 20 WORK DAYS (WORK DAY = 8 HOURS)

EQUIP. NO.	EQUIPMENT DESCRIPTION	HOUR METER START	HOUR METER FINISH	DAILY	WEEKLY	FOUR WEEKS	TIME BILLED	BILLING
#157	175 CFM Compressor	1591.3	.		260	750	9 days	262.50
	West Main Re-[illegible]							

LESSEE IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF THE EQUIPMENT WHILE IT IS IN OF LESSEE OPERATION AND MAINTENANCE INSTRUCTIONS ARE POSTED ON ALL EQUIPMENT. PLEAS HAVE ANY QUESTIONS ABOUT PROPER OPERATING OR MAINTENANCE PROCEDURES.

DISCLAIMER

LESSOR MAKES NO WARRANTIES, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIE ABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.

LESSOR LEASES TO THE UNDERSIGNED LESSEE THE ABOVE DESCRIBED EQUIPMENT UPON THE TERMS, SET FORTH ON THIS PAGE AND ON THE BACK HEREOF. READ BOTH SIDES BEFORE SIGNING. LESSEE THE RENTAL PROVIDED FOR HEREIN AND TO RETURN THE ABOVE DESCRIBED EQUIPMENT NO LATER EQUIPMENT IS TO BE RETURNED AS SET FORTH ABOVE. LESSEE WARRANTS AND REPRESENTS THAT FORMATION FURNISHED LESSOR, INCLUDING IDENTIFICATION PRESENTED LESSOR, HAVE BEEN FURNI AS AN INDUCEMENT TO LESSOR TO LEASE THE EQUIPMENT, AND THAT ALL SUCH INFORMATION, DATA DRESSES ARE TRUE AND CORRECT.

DAMAGE AND THEFT WAIVER: When a piece of equipment has been delivered to you, the Lessee, it is in you control. Therefore, you are responsible for all theft and damage. You therefore are required to do one of the

1. Initial the Damage and Theft Waiver to indicate acceptance and agree to pay Lessor an additional amou cent (6%) of the total rental. In return therefor Lessor agrees to waive certain claims for loss or damage specified on reverse side of this contract. Lessee will keep equipment locked and guarded when not in

ACCEPT DAMAGE & THEFT WAIVER ______

essor with proof of insurance from your agent showing sufficient comprehensive and liability of the equipment prior to the completion of your rental period or the first month's rent, produce the required proof of insurance, Ivy Rents Equipment may charge Lesse

AND REPAIRS TO TIRES AND FOR DAMAGE TO BATTER COVERAGE.

ight (28) days after

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BE
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ANY
see

Self Bill
For West Main

9-25 Je 522.00
10/11 Je 196.00

DELIVERY-MI:	300.00
___ HRS. X ___	
REMOVAL-MI:	300.00
___ HRS. X ___	
FUEL-GAL:	
SALES TAX	
DAMAGE WAIVER	
TOTAL	

THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA
AGC
OREGON-COLUMBIA CHAPTER

EUGENE
484-2511
195 MADISON
97402-5089

MEDFORD
773-7323
2216 W. MAIN
97501-2297

Ivy HI-LIFT EQUIPMENT

"Specialists in Scaffolding, Shoring, & High-Reach Equipment"
A SUBSIDIARY OF IVY RENTS EQUIPMENT INC.

SALEM
399-9568
2240 S.E. SIMPSON
97309-0224

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211

MEMBER SIA SCAFFOLD INDUSTRY ASSOCIATION

LUNDEEN COATINGS
P.O. BOX 427
FONTANA, CA 92335

LUN100

PLEASE REMIT PAYMENT TO:
☒ EUGENE
☐ PORTLAND
☐ SALEM

11865

DATE OCT. 30, 1985

☒ SALES ☐ RENTAL ☐ CREDIT

ORDER NO. 6059-2956

JOB NO.

~~SHIPPED~~ TO ELLSWORTH BRIDGE JOB

SALESMAN: -100

NO.	DESCRIPTION	RETURNED	RENTAL		AMOUNT
			FROM	TO	
	ELLSWORTH STREET BRIDGE				
	B306-M10637 MARKBLOM				
	CLEANUP AND				$393.93
	PARTS FOR BOOM - TOTAL DUE				
	CLEANUP TIME 11 HRS - $358.00				
	PARTS - $35.93				
	$393.93				
	(SEE ATTACHED FOR DETAIL)				

TERMS: A DISCOUNT OF ________ MAY BE DEDUCTED IF PAID & POSTMARKED BY ________
NET 28 DAYS.
A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

PLEASE PAY BY INVOICE

ACCOUNTING

Billing—Blue Office—Green Accounting—Goldenrod Delivery—Pink

RENTAL RETURN INVOICE

PLEASE | IVY RENTS EQUIPMENT, INC.
REMIT | P.O. BOX 2219
PAYMENT| EUGENE, OR 97402
TO | (503) 484-2511

INVOICE NO.	150901 PAGE 1
INVOICE DATE	11/01/85
RETURN SHT.NO.	56266
RETURN DATE	10/04/85
CUSTOMER NO.	LUN100
CUSTOMER PO	5041-2956
CUSTOMER JOB	ELLSWORTH BRDGE
TERMS	NET 28 DAYS
SHIPPED VIA	TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH BRIDGE
ALBANY, OREGON

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
56266	7/25/85	1	MARKBOOM ROUGH TERRAIN 30' 830RT-M0533	10/17/85	10/04/85	0.000	0.0	0.00
			FUEL SALES: 12.2 GALLONS	10/04/85				15.25

RECEIVED
JAN 15 1986

A MONTHLY FINANCE CHARGE
OF 2% (24% ANNUAL RATE)
WILL BE ADDED ON PAST DUE
ACCOUNTS.

INVOICE TOTAL	15.25
SALES TAX	0.00
TOTAL DUE	15.25

IVY RENTS EQUIPMENT INC dba

IVY HI-LIFT

SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211-

EUGENE
484-2511
195 MADISON
97402-5089

SALEM
399-9568
2240 S.E. SIMPSON
97309-0224

MEDFORD
772-7323
WEST MAIN RENTALS
2216 W. MAIN
97501-2297

NOV 01 1985

56266

RENTED TO: Lindeen (LUNICO)

DELIVERY INSTRUCTIONS Ellsworth St. Bridge
albany

100-801

SALESMAN: Dick

P.O. NO 5041-2956

DATE: 7-24-85
OFF. PHONE:
JOB PHONE:
JOB NO.:
ORDERED BY: Eugene

RENTED FROM: ☐ PORTLAND • ☐ EUGENE • ☒ SALEM • ☐ MEDFORD • ☐ OTHER

THIS AGREEMENT TERMINATES:

REQUESTED: DELIVERY ☒ CUST. P/U ☐ DATE: 7-25-85 TIME: 8AM

ACTUAL: DELIVERY ☑ CUST. P/U ☐ DEL. BY AD DATE: 7-24-85 TIME: 3:30

REMOVAL REQUESTED: DATE: 10-7-85 TIME: 7:30 AM

ACTUAL: REMOVAL ☑ CUST. RET. ☐ REM. BY ML DATE: 10-7-85 TIME: 1:45

MONTHLY RENTAL PERIOD IS FOUR 5-DAY WORK WEEKS OR 20 WORK DAYS (WORK DAY = 8 HOURS)

EQUIP. NO.	EQUIPMENT DESCRIPTION	HOUR METER START	HOUR METER FINISH	DAILY	WEEKLY	FOUR WEEKS	TIME BILLED	BILLING
M00533	RT 30' Boom		24838	125	490	1450		

LESSEE IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF THE EQUIPMENT WHILE IT IS IN THE POSSESSION OF LESSEE OPERATION AND MAINTENANCE INSTRUCTIONS ARE POSTED ON ALL EQUIPMENT. PLEASE ADVISE IF YOU HAVE ANY QUESTIONS ABOUT PROPER OPERATING OR MAINTENANCE PROCEDURES.

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LESSOR MAKES NO WARRANTIES, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE

LESSOR LEASES TO THE UNDERSIGNED LESSEE THE ABOVE DESCRIBED EQUIPMENT UPON THE TERMS AND CONDITIONS SET FORTH ON THIS PAGE AND ON THE BACK HEREOF. READ BOTH SIDES BEFORE SIGNING. LESSEE PROMISES TO PAY THE RENTAL PROVIDED FOR HEREIN AND TO RETURN THE ABOVE DESCRIBED EQUIPMENT NO LATER THAN THE DATE EQUIPMENT IS TO BE RETURNED AS SET FORTH ABOVE. LESSEE WARRANTS AND REPRESENTS THAT ALL DATA AND INFORMATION FURNISHED LESSOR, INCLUDING IDENTIFICATION PRESENTED LESSOR, HAVE BEEN FURNISHED BY LESSEE AS AN INDUCEMENT TO LESSOR TO LEASE THE EQUIPMENT, AND THAT ALL SUCH INFORMATION, DATA, NAMES AND ADDRESSES ARE TRUE AND CORRECT.

DAMAGE AND THEFT WAIVER: When a piece of equipment has been delivered to you, the Lessee, it is in your care, custody and control Therefore, you are responsible for all theft and damage You therefore are required to do one of the following:

1. Initial the Damage and Theft Waiver to indicate acceptance and agree to pay Lessor an additional amount equal to six percent (6%) of the total rental. In return therefor Lessor agrees to waive certain claims for loss or damage to rental item(s), as specified on reverse side of this contract. Lessee will keep equipment locked and guarded when not in use.

ACCEPT DAMAGE & THEFT WAIVER ____________

2. Provide Lessor with proof of insurance from your agent showing sufficient comprehensive and liability coverage for the replacement value of the equipment prior to the completion of your rental period or the first month's rent, whichever occurs first. If Lessee fails to produce the required proof of insurance, Ivy Rents Equipment may charge Lessee for Damage and Theft Waiver coverage.

WARNING: LESSEE IS RESPONSIBLE FOR DAMAGE AND REPAIRS TO TIRES AND FOR DAMAGE TO BATTERIES DUE TO LACK OF SERVICE. ACCESSORIES ARE EXCLUDED FROM THEFT COVERAGE.

Carrying Charges of 2% per month will be charged on all balances twenty-eight (28) days after the date of this agreement

LESSOR	LESSEE	EQUIP. RETURNED
Jerr	Eugene Bentz	Eugene Bent

IF EQUIPMENT DOES NOT WORK PR...

PURCHASE OPTION

Upon the condition that Lessee has promptly paid and performed all of Lessee's obligations under this agreement, Lessee shall have the option to purchase the equipment described in this agreement for the following purchase price:

$____________

Upon any exercise of this option, Lessee shall be entitled to a credit against the purchase price as follows:

1 If Lessee has paid rental under this agreement for more than three (3) months, then Lessee shall be entitled to credit against the purchase price in the amount of one-half (1/2) of the rental paid by Lessee during the first three (3) months of this agreement.

2. If Lessee has paid rental under this agreement for three (3) months or less, then Lessee shall be entitled to credit against the purchase price in an amount equal to one-half (1/2) of the rental paid by Lessee.

Lessee's option to purchase may be exercised by Lessee paying the remaining balance of the purchase price to Lessor, in cash or cash equivalent, at any time prior to the expiration of this agreement THE EQUIPMENT SHALL BE SOLD "AS IS" AND "WITH ALL FAULTS." THE SALE SHALL BE MADE WITHOUT ANY WARRANTY, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.

If no purchase price is specificed above, the Lessee shall have no option to purchase the equipment.

DELIVERY-MI:	50.00
___ HRS. X ___	
REMOVAL-MI:	50.00
___ HRS. X ___	
FUEL-GAL: 12.2	15.25
Reppi Biliny 3625	945.26
SALES TAX	

RENTAL INVOICE

PLEASE | IVY RENTS EQUIPMENT, INC.
REMIT | P.O. BOX 2219
PAYMENT| EUGENE, OR 97402
TO | (503) 484-2511

INVOICE NO.	150786 PAGE 1
INVOICE DATE	10/16/85
RETURN SHT.NO.	
RETURN DATE	
CUSTOMER NO.	LUN100
CUSTOMER PO	5041-2956
CUSTOMER JOB	ELLSWORTH BRDGE
TERMS	NET 28 DAYS
SHIPPED VIA	TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH BRIDGE
ALBANY, OREGON

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	TO	UNIT RATE	DISC%	AMOUNT
56266	7/25/85	1	MARKBOOM ROUGH TERRAIN 30' B30RT-M0533	9/19/85	10/17/85	1,450.000	0.0	1,450.00

RECEIVED [illegible]

A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

** PROGRESS BILLING **

INVOICE TOTAL	1,450.00
SALES TAX	0.00
TOTAL DUE	1,450.00

SEE ATTACHED CREDIT

AGC
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA
OREGON-COLUMBIA CHAPTER

EUGENE
484-2511
195 MADISON
97402-5089

MEDFORD
773-7323
2216 W. MAIN
97501-2297

Ivy
HI-LIFT
EQUIPMENT
"Specialists in Scaffolding, Shoring, & High-Reach Equipment"
A SUBSIDIARY OF IVY RENTS EQUIPMENT INC.

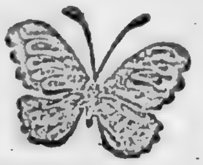
SALEM
399-9568
2240 S.E. SIMPSON
97309-0224

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211

MEMBER
SIA
SCAFFOLD
INDUSTRY
ASSOCIATION

UNDEEN - COATINGS
O. BOX 427
NTANA, CA 92335

LUNIOD



PLEASE REMIT PAYMENT TO:
☑ EUGENE
☐ PORTLAND
☐ SALEM

11868

DATE Nov. 1, 1985

LES ☐ RENTAL ☒ CREDIT

5C41-	JOB NO.	SHIPPED TO ELLSWORTH ST. BRIDGE

SALESMAN: 100-101

O.	DESCRIPTION	RETURNED	RENTAL FROM	RENTAL TO	AMOUNT
	CREDIT INVOICE 150786:				
	EQUIPMENT RETURNED 10/7/85	10/7	10/17	10/4	$(580.00
	TOTAL CREDIT				$(580.00)

MS: A DISCOUNT OF ______ MAY BE DEDUCTED IF PAID & POSTMARKED BY ______
NET 28 DAYS.
A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

PLEASE PAY BY INVOICE

ACCOUNTING

Billing—Blue Office—Green Accounting—Goldenrod Delivery—Pink

195 MADISON
97402-5089

MEDFORD
773-7323
2216 W. MAIN
97501-2297

Ivy HI-LIFT EQUIPMENT

"Specialists in Scaffolding, Shoring, & High-Reach Equipment"
A SUBSIDIARY OF IVY RENTS EQUIPMENT INC.

2240 S.E. SIMPSON
97309-0224

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211

SCAFFOLD INDUSTRY ASSOCIATION

LUNDEEN COATINGS
P.O. BOX 427
FONTANA, CA 92335

LUND00

PLEASE REMIT PAYMENT TO:
☒ EUGENE
☐ PORTLAND
☐ SALEM

11866

DATE Oct. 30, 1985

☒ SALES ☐ RENTAL ☐ CREDIT

ORDER NO. 6059-2951

JOB NO.

SHIPPED TO

SALESMAN 100

NO.	DESCRIPTION	RETURNED	RENTAL FROM	RENTAL TO	AMOUNT
	REF. REPAIR ORDER 3695:				
	CLEANUP: REPAIR OF 30' BOOM # 533				$945.24
	TOTAL DUE				$945.24

TERMS: A DISCOUNT OF ________ MAY BE DEDUCTED IF PAID & POSTMARKED BY ________
NET 28 DAYS.
A MONTHLY FINANCE CHARGE OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.

PLEASE PAY BY INVOICE

ACCOUNTING

Billing—Blue Office—Green Accounting—Goldenrod Delivery—Pink

TAL			945.24
TOTAL			280.00
X			
Work			$ 600.60
Grease			7.50
ARTS			57.14
isser	3	.80	3.80
Decal	1	.53	1.53
Decal	1	.28	1.28
Dark	4	.81	4.81
section Decal	1	.20	1.20
n	1	.63	1.63
z		.88	.88
	1	.21	1.21
decal	1	.50	1.50
ecent"	1	.40	1.40
"	2	.50	2.50
"	2	.50	2.50
"	2	.50	2.50
ed	2	.50	2.50
	3	.35	13.40
	3	.35	13.80
	35	hr	280.00
RIPTION USED R=REBUILT			AMOUNT

DISCARD PARTS ☐

RDER 3695

[illegible], INC.

RENTAL RETURN INVOICE

PLEASE REMIT PAYMENT TO
IVY RENTS EQUIPMENT, INC.
P.O. BOX 2219
EUGENE, OR 97402
(503) 484-2511

INVOICE NO.	150902 PAGE 1
INVOICE DATE	11/01/85
RETURN SHT.NO.	551651
RETURN DATE	1/07/85
CUSTOMER NO.	LUN100
CUSTOMER PO	5041-2956
CUSTOMER JOB	ELLSWORTH
TERMS	NET 28 DAYS
SHIPPED VIA	TRUCK

RENTED TO
LUNDEEN COATINGS
P.O. Box 427

Fontana CA 92335

SHIP TO
ELLSWORTH STREET BRIDGE

TKT NO	RENT DATE	QTY	DESCRIPTION	RENTAL BILLED FROM	RENTAL BILLED TO	UNIT RATE	DISC%	AMOUNT
55165	7/16/85	1	MARKBOOM RT-30' - D/F B30RT-M0637	10/08/85	10/07/85	0.000	0.0	0.00
			FUEL SALES: 10.9 GALLONS	10/07/85				13.62

A MONTHLY FINANCE CHARGE
OF 2% (24% ANNUAL RATE)
WILL BE ADDED ON PAST DUE
ACCOUNTS.

INVOICE TOTAL	13.62
SALES TAX	0.00
TOTAL DUE	13.62

IVY RENTS EQUIPMENT INC dba

IVY HI-LIFT

SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

PORTLAND
287-9800
2310 N.E. COLUMBIA BLVD.
97211-

EUGENE
484-2511
195 MADISON
97402-5089

SALEM
399-9568
2240 S.E. SIMPSON
97309-0224

MEDFORD
772-7323
WEST MAIN RENTALS
2216 W. MAIN
97501-2297

55165

RENTED TO: Lundeen Coatings (Lunco)

DELIVERY INSTRUCTIONS: Ellsworth St. Bridge

DATE: 7-15-85

OFF. PHONE: 14-350-2631

JOB PHONE: 926-2496

JOB NO.:

SALESMAN: 100-101 P.O. NO: 504/-2956

ORDERED BY: Eugene

RENTED FROM: ☐ PORTLAND • ☒ EUGENE • ☐ SALEM • ☐ MEDFORD • ☐ OTHER

THIS AGREEMENT TERMINATES:

REQUESTED: DELIVERY ☒ CUST. P/U ☐ DATE: 7-16-85 TIME: 8AM

ACTUAL: DELIVERY ☑ CUST. P/U ☐ DEL. BY ML DATE: 7-16-85 TIME: 8:45

REMOVAL REQUESTED: DATE: 10-7-85 TIME: 7:30 AM

ACTUAL: REMOVAL ☑ CUST. RET. ☐ REM. BY ML DATE: 10-7-85 TIME: 1:45

MONTHLY RENTAL PERIOD IS FOUR 5-DAY WORK WEEKS OR 20 WORK DAYS (WORK DAY = 8 HOURS)

EQUIP. NO.	EQUIPMENT DESCRIPTION	HOUR METER START	HOUR METER FINISH	DAILY	WEEKLY	FOUR WEEKS	TIME BILLED	BILLING
B30G						Ret 8/26		
1271	30' BOOM 8° gal gas	2/10 00		125	490	1450	10 days	725.00
B30GT	30' BOOM		05282	125	490	1450		
0637						10/7/85	-0-	-0-

LESSEE IS RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF THE EQUIPMENT WHILE IT IS IN THE POSSESSION OF LESSEE OPERATION AND MAINTENANCE INSTRUCTIONS ARE POSTED ON ALL EQUIPMENT. PLEASE ADVISE IF YOU HAVE ANY QUESTIONS ABOUT PROPER OPERATING OR MAINTENANCE PROCEDURES.

DISCLAIMER

LESSOR MAKES NO WARRANTIES, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE.

LESSOR LEASES TO THE UNDERSIGNED LESSEE THE ABOVE DESCRIBED EQUIPMENT UPON THE TERMS AND CONDITIONS SET FORTH ON THIS PAGE AND ON THE BACK HEREOF. READ BOTH SIDES BEFORE SIGNING. LESSEE PROMISES TO PAY THE RENTAL PROVIDED FOR HEREIN AND TO RETURN THE ABOVE DESCRIBED EQUIPMENT NO LATER THAN THE DATE EQUIPMENT IS TO BE RETURNED AS SET FORTH ABOVE. LESSEE WARRANTS AND REPRESENTS THAT ALL DATA AND INFORMATION FURNISHED LESSOR, INCLUDING IDENTIFICATION PRESENTED LESSOR, HAVE BEEN FURNISHED BY LESSEE AS AN INDUCEMENT TO LESSOR TO LEASE THE EQUIPMENT, AND THAT ALL SUCH INFORMATION, DATA, NAMES AND ADDRESSES ARE TRUE AND CORRECT.

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1. Initial the Damage and Theft Waiver to indicate acceptance and agree to pay Lessor an additional amount equal to six percent (6%) of the total rental. In return therefor Lessor agrees to waive certain claims for loss or damage to rental item(s), as specified on reverse side of this contract. Lessee will keep equipment locked and guarded when not in use

ACCEPT DAMAGE & THEFT WAIVER ______

2. Provide Lessor with proof of insurance from your agent showing sufficient comprehensive and liability coverage for the replacement value of the equipment prior to the completion of your rental period or the first month's rent, whichever occurs first. If Lessee fails to produce the required proof of insurance, Ivy Rents Equipment may charge Lessee for Damage and Theft Waiver coverage

WARNING: LESSEE IS RESPONSIBLE FOR DAMAGE AND REPAIRS TO TIRES AND FOR DAMAGE TO BATTERIES DUE TO LACK OF SERVICE. ACCESSORIES ARE EXCLUDED FROM THEFT COVERAGE

Carrying Charges of 2% per month will be charged on all balances twenty-eight (28) days after the date of this agreement

LESSOR

PURCHASE OPTION

Upon the condition that Lessee has promptly paid and performed all of Lessee's obligations under this agreement, Lessee shall have the option to purchase the equipment described in this agreement for the following purchase price

$ ______

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Lessee's option to purchase may be exercised by Lessee paying the remaining balance of the purchase price to Lessor, in cash or cash equivalent, at any time prior to the expiration of this agreement THE EQUIPMENT SHALL BE SOLD "AS IS" AND "WITH ALL FAULTS" THE SALE SHALL BE MADE WITHOUT ANY WARRANTY, EXPRESS OR IMPLIED, SPECIFICALLY INCLUDING THE WARRANTIES OF MERCHANTABILITY AND FITNESS FOR ANY PARTICULAR PURPOSE

If no purchase price is specified above, the Lessee

DELIVERY-MI:	50.00
___ HRS. X ___	
REMOVAL-MI:	50.00
___ HRS. X ___	
FUEL-GAL: 10.9	13.62
SALES TAX	

EUGENE
P.O. BOX 2219
Eugene, OR 97402
484-2511

SALEM
2240 S.E. Simpson
Salem, OR 97309
399-9553

IVY HI-LIFT

SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

PORTLAND
2310 N.E. Columbia Blvd.
Portland, OR 97211
287-9800

MEDFORD
2216 W. Main
Medford, OR 97501
773-7323

LUNDEEN COATINGS
P O BOX 427
FONTANA CA 92335

STATEMENT DATE	ACCOUNT NO.
12/25/85	LUN100
ITEMS AFTER THIS DATE WILL APPEAR ON YOUR NEXT STATEMENT.	PLEASE REFER TO THIS ACCOUNT NO. WHEN MAKING INQUIRIES.

IVY RENTS EQUIPMENT, INC.
PLEASE REMIT TO: P.O. BOX 2219, EUGENE, OR 97402

REFERENCE	DATE	CODE	DESCRIPTION	AMOUNT	BALANCE
22148	12/02/85	P	PAYMENT ON INVOICE 11781	3,883.45CR	22,586.07
22148	12/02/85	P	PAYMENT ON INVOICE 11789	410.00CR	22,176.07
22148	12/02/85	P	PAYMENT ON INVOICE 11800	280.00CR	21,896.07
22148	12/02/85	P	PAYMENT ON INVOICE 11804	1,682.40CR	20,213.67
22148	12/02/85	P	PAYMENT ON INVOICE 11809	1,350.00CR	18,863.67
22148	12/02/85	P	PAYMENT ON INVOICE 11812	270.60CR	18,593.07
22148	12/02/85	P	PAYMENT ON INVOICE 11823	2,143.13CR	16,449.94
11812	12/02/85	I	BULL HOSE RENT-ELLSWORTH BRDGE	— 270.60	16,720.54
522158	12/25/85	F	FINANCE CHARGE	329.00	~~17,049.54~~ 15,099.54

PAST DUE

CODES:			
I = INVOICE C = CREDIT MEMO D = DEBIT MEMO P = PAYMENT A = DISCOUNT ALLOWED F = FINANCE CHARGE	A MONTHLY **FINANCE CHARGE** OF 2% (24% ANNUAL RATE) WILL BE ADDED ON PAST DUE ACCOUNTS.	PLEASE PAY →	15099.54 ~~17,049.54~~

Current	Past 30	Past 60	Past 90
329.00	1,860.23	4,019.89	10,840.42

MEMBER SIA SCAFFOLD INDUSTRY ASSOCIATION

STATEMENT

EUGENE
P.O. BOX 2219
Eugene, OR 97402
484-2511

SALEM
2240 S.E. Simpson
Salem, OR 97309
399-9568

IVY HI-LIFT

SPECIALISTS IN SCAFFOLDING, SHORING & HIGH REACH EQUIPMENT

PORTLAND
2310 N.E. Columbia Blvd.
Portland, OR 97211
287-9800

MEDFORD
2216 W. Main
Medford, OR 97501
773-7323

LUNDEEN COATINGS
P O BOX 427
FONTANA CA 92335

STATEMENT DATE: 12/25/85

ITEMS AFTER THIS DATE WILL APPEAR ON YOUR NEXT STATEMENT.

ACCOUNT NO.: LUN100

PLEASE REFER TO THIS ACCOUNT NO. WHEN MAKING INQUIRIES.

PLEASE REMIT TO: IVY RENTS EQUIPMENT, INC.
P.O. BOX 2219, EUGENE, OR 97402

REFERENCE	DATE	CODE	DESCRIPTION	AMOUNT	BALANCE
538052	8/25/85	F	FINANCE CHARGE	112.59	112.59
150514✓	9/04/85	I	YOUR P.O./JOB #5041-2956	1,619.94	1,732.53
150526—	9/04/85	I	P.O./JOB #5041-2956	PD 12-30— 1,950.00	3,682.53
11781—	9/05/85	I	ELLSWORTH STR BRIDGE JOB	—3,883.45	7,565.98
11789—	9/05/85	I	REPAIR OF COMPRESSOR	—410.00	7,975.98
150561✓	9/12/85	I	YOUR P.O./JOB #5041-2956	725.00	8,700.98
150569✓	9/12/85	I	P.O./JOB #5041-2956	1,450.00	10,150.98
150594✓	9/18/85	I	P.O./JOB #5041-2956	1,450.00	11,600.98
150607✓	9/20/85	I	P.O./JOB #5311-2956	196.00	11,796.98
11800—	9/23/85	I	SERVICE CALL ON 840RTD-M0207	—280.00	12,076.98
11804—	9/23/85	I	SERVICE CALL ON 30' BOOM	—1,682.40	13,759.38
150612✓	9/23/85	I	P.O./JOB #5041-2956	1,850.00	15,609.38
150614✓	9/23/85	I	P.O./JOB #5041-2956	1,950.00	17,559.38
529058	9/25/85	F	FINANCE CHARGE	94.95	17,654.33
11809—	9/25/85	I	RENTAL OF COMPRESSOR	—1,350.00	19,004.33
11823—	9/30/85	I	RENT FRONT LOADER-ELLSWORTH BR	—2,143.13	21,147.46
150675✓	10/03/85	I	YOUR P.O./JOB #5041-2956	124.71	21,272.17
150678✓	10/03/85	I	YOUR P.O./JOB #5041-2956	92.50	21,364.67
150695✓	10/07/85	I	P.O./JOB #5041-2956	1,450.00	22,814.67
150718✓	10/08/85	I	YOUR P.O./JOB #5392-2979	851.25	23,665.92
11843✓	10/14/85	I	RENTAL OF 175 COMPRESSOR	262.50	23,928.42
150786✓	10/16/85	I	P.O./JOB #5041-2956	1,450.00	25,378.42
9105	10/23/85	P	PARTIAL PYMNT ON INV 150514	558.06CR	24,820.36
520158	10/25/85	F	FINANCE CHARGE	368.93	25,189.29
11865✓	10/30/85	I	REPAIRS AND PARTS CHARGES	393.93	25,583.22
11866✓	10/30/85	I	PARTS SALES	945.24	26,528.46
11868✓	11/01/85	C	CR INV 150786-EQUIP RETURNED	580.00CR	25,948.46
150901✓	11/01/85	I	YOUR P.O./JOB #5041-2956	15.25	25,963.71
150902✓	11/01/85	I	YOUR P.O./JOB #5041-2956	13.62	25,977.33
521158	11/25/85	F	FINANCE CHARGE	492.19	26,469.52

CODES:
I = INVOICE
C = CREDIT MEMO
D = DEBIT MEMO
P = PAYMENT
A = DISCOUNT ALLOWED
F = FINANCE CHARGE

A MONTHLY **FINANCE CHARGE** OF **2% (24% ANNUAL RATE)** WILL BE ADDED ON PAST DUE ACCOUNTS.

PLEASE PAY →

Continued On Next Page

MEMBER SIA SCAFFOLD INDUSTRY ASSOCIATION

CL 1986-00066

996

STATE OF OREGON
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 10 1986
BARBARA ROBERT
SECRETARY OF STAT

January 30, 1986

CON 5
#9963

IN REPLY REFER TO
FILE NO.:

Craig Allen Nichols
Attorney at Law
5200 S.W. Macadam Ave., Suite 580
Portland, OR 97201

We have received your letter dated January 9, 1986, on behalf of your client, High Reach, Inc., filing a claim against the following Highway Division Contract:

FILED BY:	High Reach, Inc.
AMOUNT:	$4,395.28
FOR:	Equipment Rental
AGAINST(Prime Contractor):	Lundeen Coatings Corporation
CONTRACT NO.:	9963
PROJECT:	Willamette River (Ellsworth Street) Bridge, Albany-Corvallis Highway, Benton and Linn Counties
SURETY:	Aetna Casualty and Surety Company

We will advise the surety and prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for this filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Lundeen Coatings Corporation
P.O. Box 427
Fontana, CA 92335

Aetna Casualty and Surety Company
Bond Dept.
200 Market Bldg., Suite 1500
200 S.W. Market St.
Portland, OR 97201

✓ Secretary of State - please acknowledge receipt of attached claim on the enclosed copy of this letter.

RECEIVED
FEB 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
5/20/86 CB

CRAIG ALLEN NICHOLS
ATTORNEY AT LAW
SUITE 580 THE LANDING
5200 S.W. MACADAM AVENUE
PORTLAND, OREGON 97201
(503) 227-6565

January 9, 1986

Robert Gormsen
Room 121 Transportation Bldg.
Salem, Oregon 97310

Re: Ellsworth Street Bridge Project

Dear Mr. Gormsen:

Pursuant to our telephone conversation of January 8, 1986, on behalf of my client High Reach, Inc., we wish to pursue a claim against the general contractor in the above referenced project.

The requested information is as follows:

Contract No.: **9963**
General Contractor: **Lundeen Coatings**
Project: **Ellsworth Street Bridge - Albany**
Balance Due: **$4,395.28**
Rental Equipment Supplier/Party
bringing claim: **High Reach, Inc.**
Party Contracting with High
Reach, Inc.: **Lundeen Coatings**

Thank you for your assistance in bringing this claim. If you have any further questions regarding this matter, please do not hesitate to call at the number listed above.

Sincerely,

Craig A. Nichols

CAN:ldb

RECEIVED
JAN 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

94

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Willamette River (Ellsworth St.) Br.	WEEK ENDING: Nov. 23 , 1985	
	SECTION PREFIX: C09963	
HIGHWAY: Albany-Corvallis	COUNTY: Benton & Linn	
NAME OF JOB: Willamette R. (Ellsworth St) Br.	KIND OF WORK: Maintenance Painting	
CONTRACTOR: Lundeen Coatings Corp.	CONTRACT NUMBER: 9963	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 8, 1985	DATE WORK STARTED: July 5, 1985	ESTIMATED COMPLETION DATE: October 7, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 510,518.46	SPECIFIED COMPLETION DATE: October 9, 1985	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 470,036.82	ENGINEERING AUTHORIZATION: $ 40,481.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 470,000	ENGINEERING COST TO DATE: $ 38,450	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 95 %	DATE PROJECT WAS COMPLETED: Oct 7, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Painting	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
x

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity Nov
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

Status: Project completed
Semi final estimate submitted to Region Office

Third notification issued Nov. 15th.

PROJECT COMPLETED

FINAL REPORT

Visitors to project:

Next Week:

SIGNED Alva D. Vohland LOCATION 02-8016 Corvallis
Alva D Vohland, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

3/

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

MAI 15-7

TO: W. J. Hart
Bridge Engineer

DATE: December 19, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Willamette River Bridge (Albany)
Albany-Corvallis Highway (Ellsworth Street)
Maintenance Painting
Lyon Street Detour

___ Versteeg
___ Anderson
3 Kveny RK
4 Litchfield
___ Edwards
2 Pool P
___ Trout
___ Wakerlig

RECEIVED
DEC 21 1984
ROAD DESIGN SECTION

1 Duane Don
Do Not File
Return To
Bring Up __/__/__
Action

An analysis was performed by the Traffic Analysis Unit as requested by Jack Davis of the Bridge Section. Specifically, we were asked to devise a detour plan to allow the closure of the Ellsworth Street Bridge in Albany for painting between the months of March and October.

The Ellsworth Street Bridge carries two lanes of southbound traffic into the City of Albany via the Albany-Corvallis Highway No. 31. Two lanes of northbound Highway 31 traffic are carried by the Lyon Street Bridge, one block to the east. Both streets cross 1st Avenue (two-lane, one-way westbound) at signalized intersections on the south side of the Willamette River.

On the north side of the river, the two streets merge to become a four-lane, two-way Highway 31. Highway 31 remains four lane through the signalized "tee" intersections at Springhill Road and North Albany Road and ultimately tapers into two lanes about 500 feet west of North Albany Road. A left-turn lane is provided at the above two intersections.

Closing the Ellsworth Street bridge will require providing one lane in each direction on the Lyon Street Bridge. To avoid any problems caused by a short (1500 feet) section of two-lane roadway, the outside eastbound lane should be closed. The single eastbound lane would then be realigned just past the Springhill Road intersection to cross the Lyon Street Bridge. Westbound traffic should be provided with two approach lanes at the Springhill Road intersection after crossing the Lyon Street Bridge. The existing lane configuration would then be maintained beyond this point. With this reconfiguration in effect, the Springhill Road intersection is predicted to operate at a level of service "C" and the North Albany Road intersection at a level of service "B".

The signal at 1st Avenue and Lyon Street is presently a two phase, with two lane approaches from the east and south and operates at a level of service "B-C". With the addition of a north approach restricted to a right turn only, reconfiguration of the south approach lanes (i.e. right lane through, left lane left turn only) and use of a three phase signal, this intersection is predicted to operate at a level of service "E" during the summer P.M. peak hour. This configuration was used in 1971 when the Ellsworth Street Bridge was last closed and apparently worked satisfactorily. However, traffic volumes have increased about 40 percent since then.

Contains Recycled Materials

The 1st Avenue and Ellsworth Street intersection would have to be reconfigured also. The north approach would be eliminated and the east approach should allow for a left turn from either lane due to the high volume making this movement. This signal could remain a two phase with pedestrians only controlling the north-south movement.

The intersections of 1st, 2nd, and 3rd Avenues with Ellsworth and Lyon Streets have been interconnected since 1979. Timing revisions would have to be made to each signal to provide for best progression between intersections. The existing HMC 1000 controllers are of a type with which these modifications should not be too much of a problem.

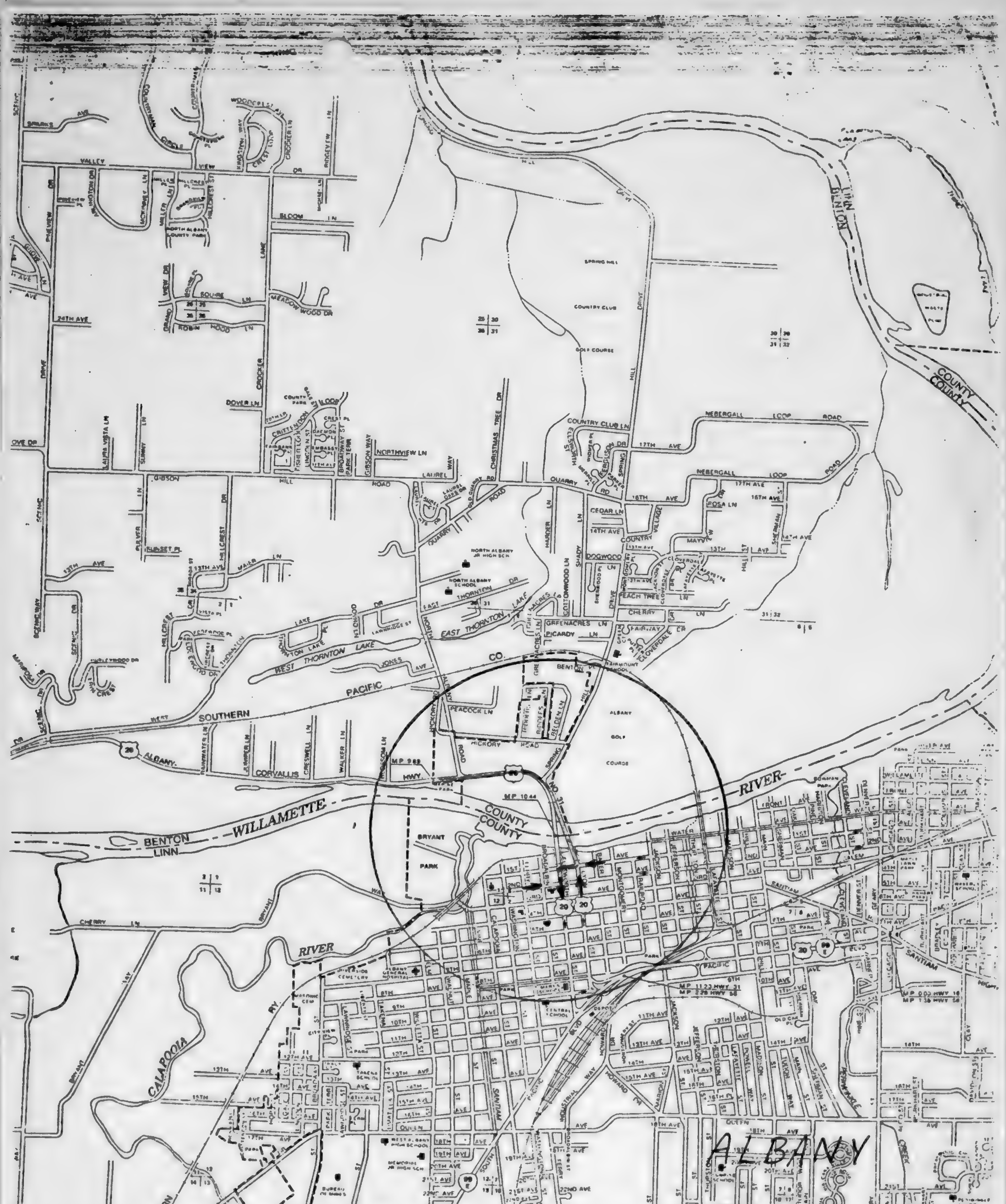
If you have further questions regarding this detour, please contact Tim Thex at 3-7098.

ORIGINAL SIGNED BY J. O. BUTLER

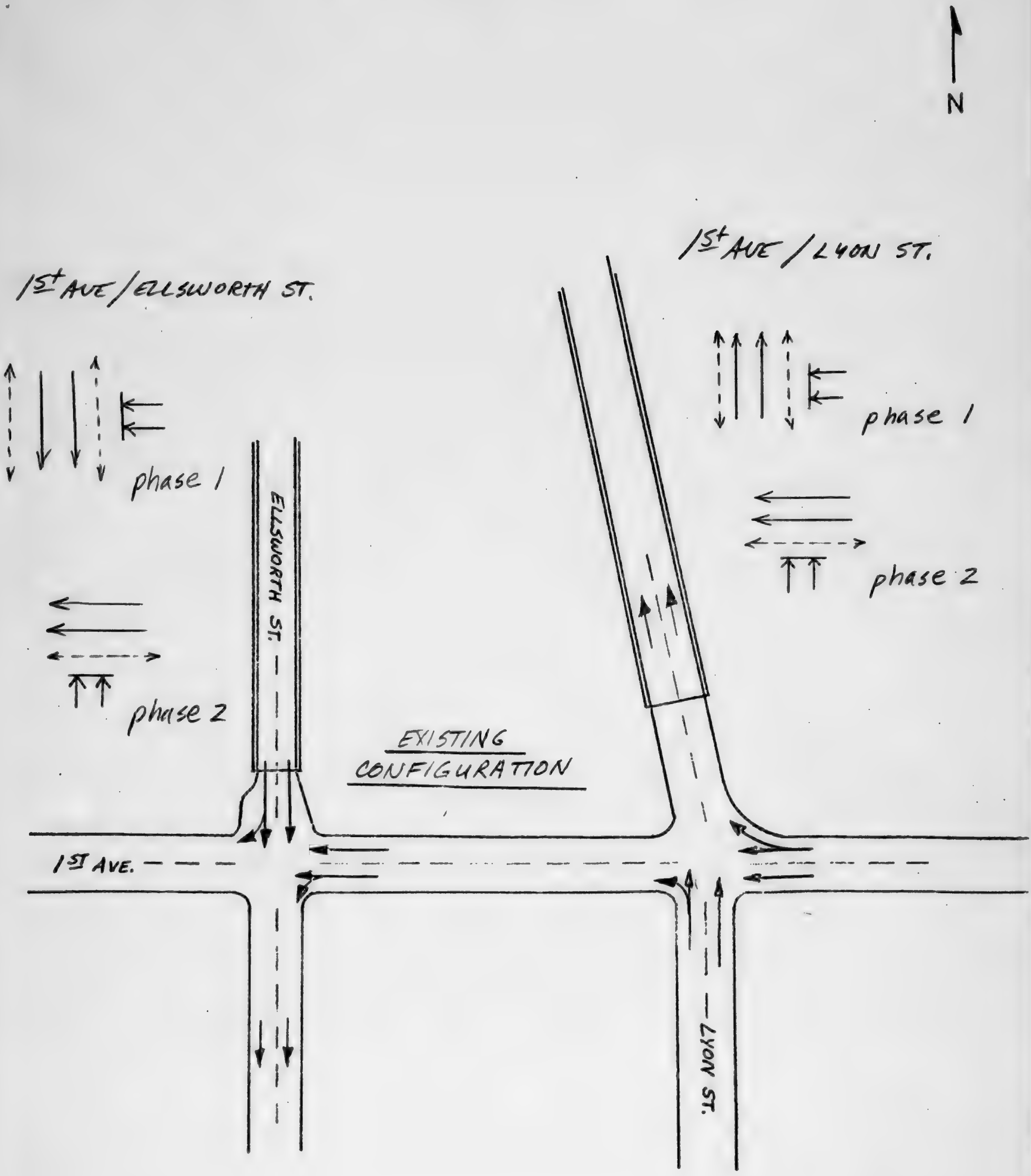
L. E. George
Traffic Engineer

JS/db ds
Attachments

cc: D. O. Christensen
W. G. Anhorn

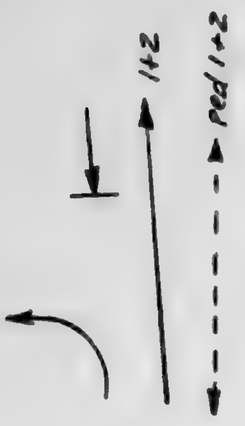

ALBANY
WILLAMETTE
RIVER
BENTON
LINN
COUNTY
COUNTY
CALAPOOIA
RIVER
WEST SOUTHERN PACIFIC CO.
NORTHERN RY.
ALBANY CORVALLIS HWY.
MP 104.4
BRYANT PARK
ALBANY GOLF COURSE
COUNTRY CLUB GOLF COURSE
SPRING HILL
EAST THORNTON LAKE
WEST THORNTON LAKE
NEBERGALL LOOP ROAD
GIBSON HILL ROAD
QUARRY ROAD
VALLEY VIEW DR
SANTIAM
20
20
20

WILLAMETTE R. BR. (ALBANY)

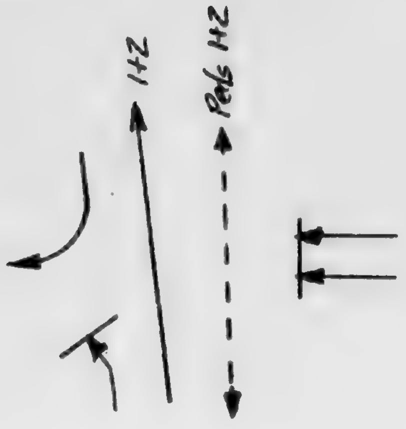

N
1st AVE / ELLSWORTH ST.
phase 1
phase 2
ELLSWORTH ST.
1st AVE / LYON ST.
phase 1
phase 2
EXISTING CONFIGURATION
1ST AVE.
LYON ST.

DETOUR CONFIGURATION

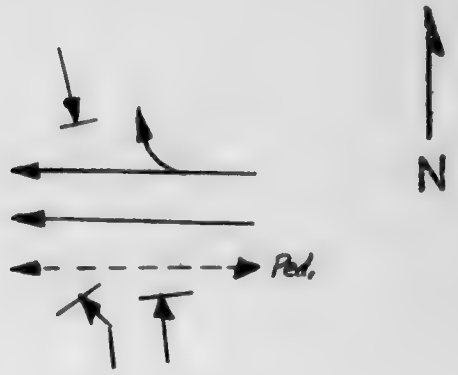
WILLAMETTE R. BR. (ALBANY)



Phase 1

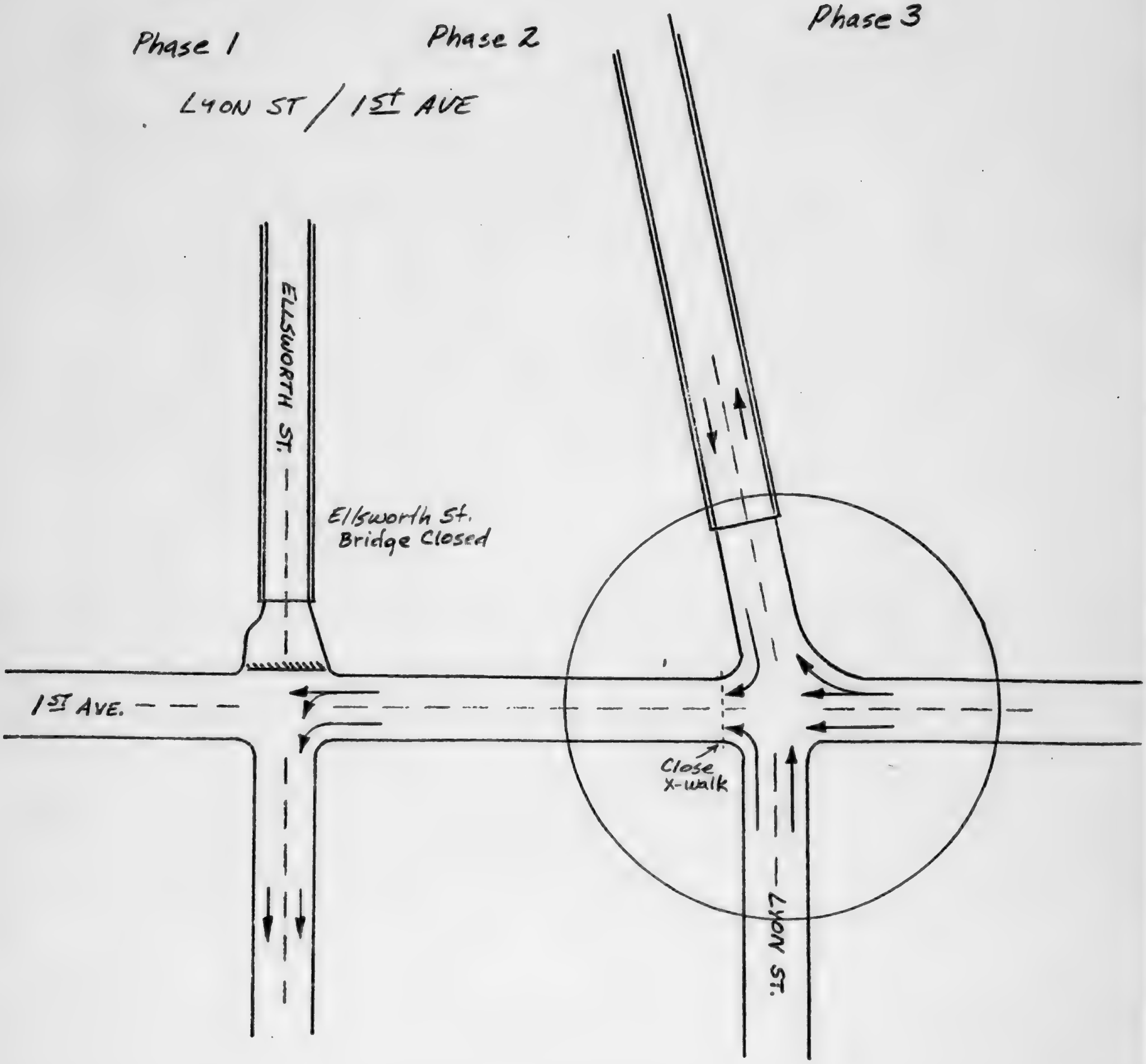


Phase 2



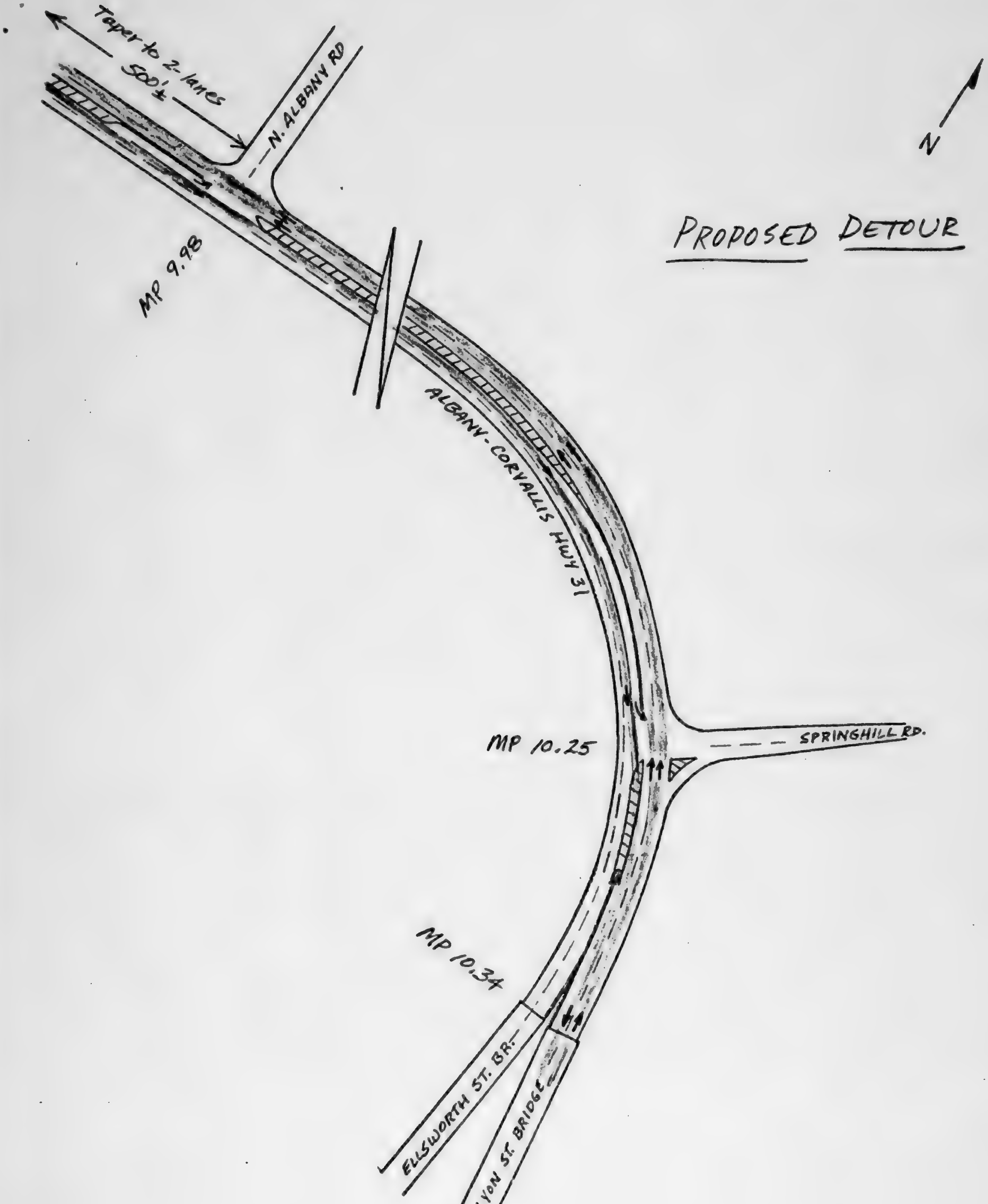
Phase 3

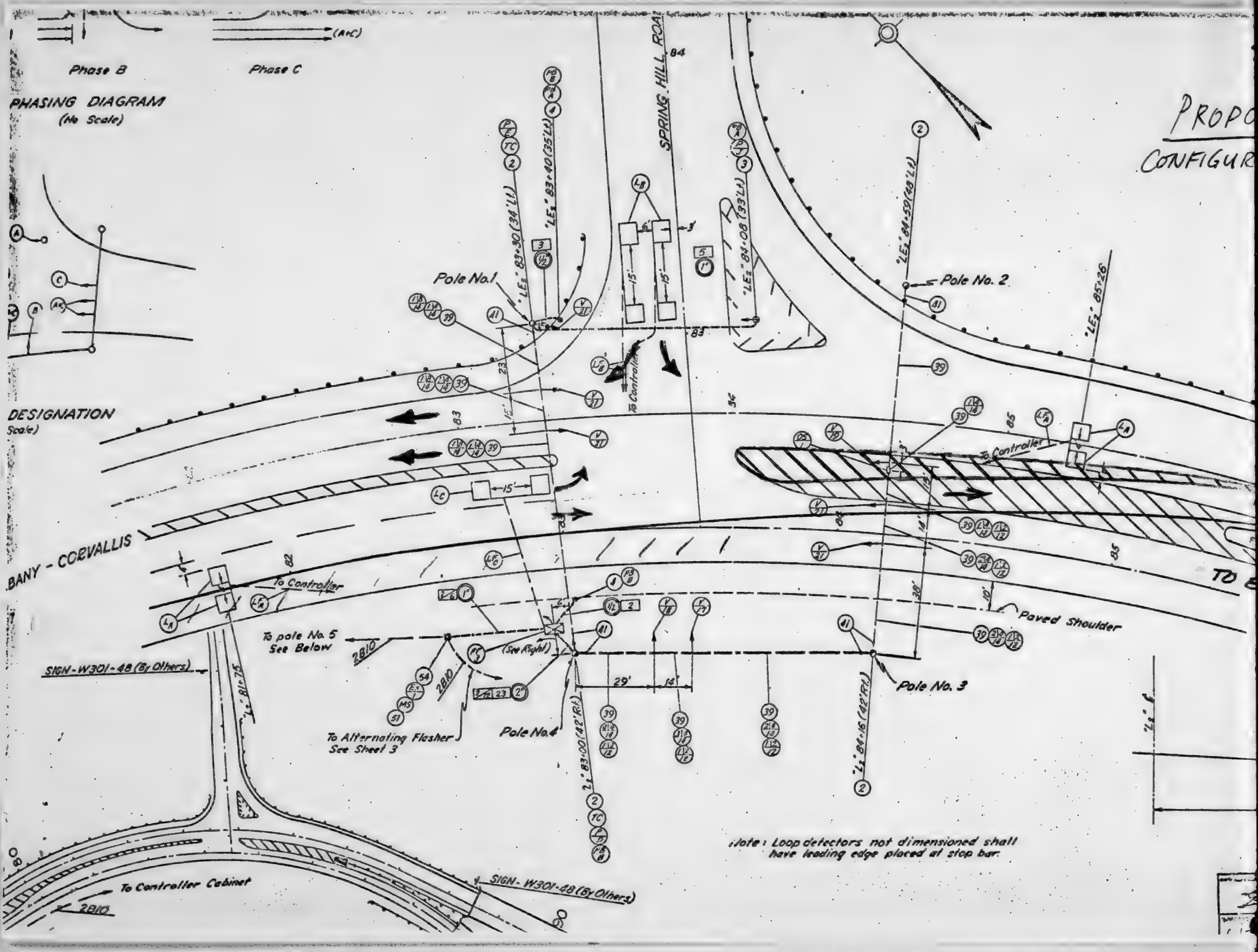
LYON ST / 1st AVE

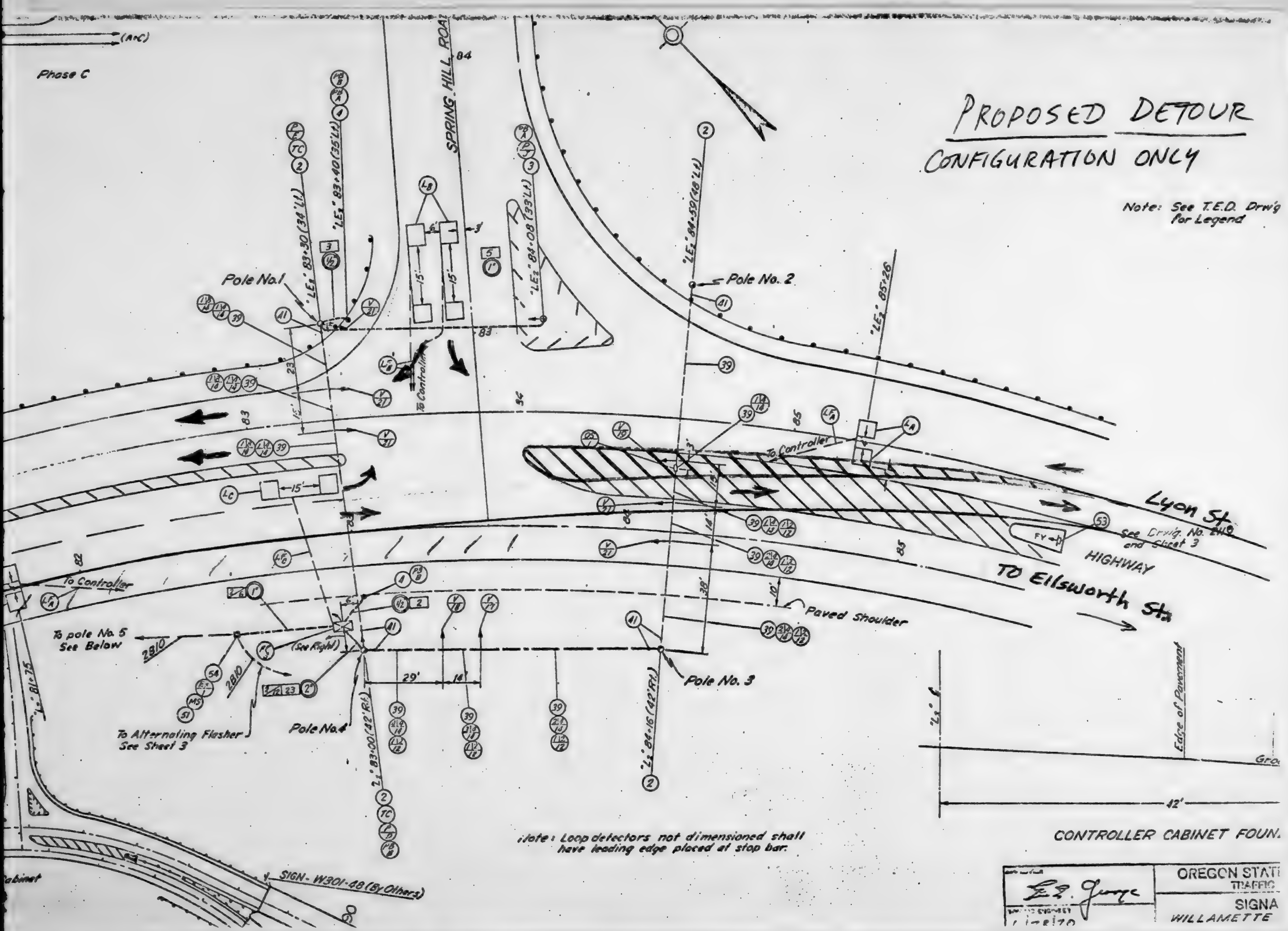

ELLSWORTH ST.
Ellsworth St. Bridge Closed
1st AVE.
Close X-walk
LYON ST.

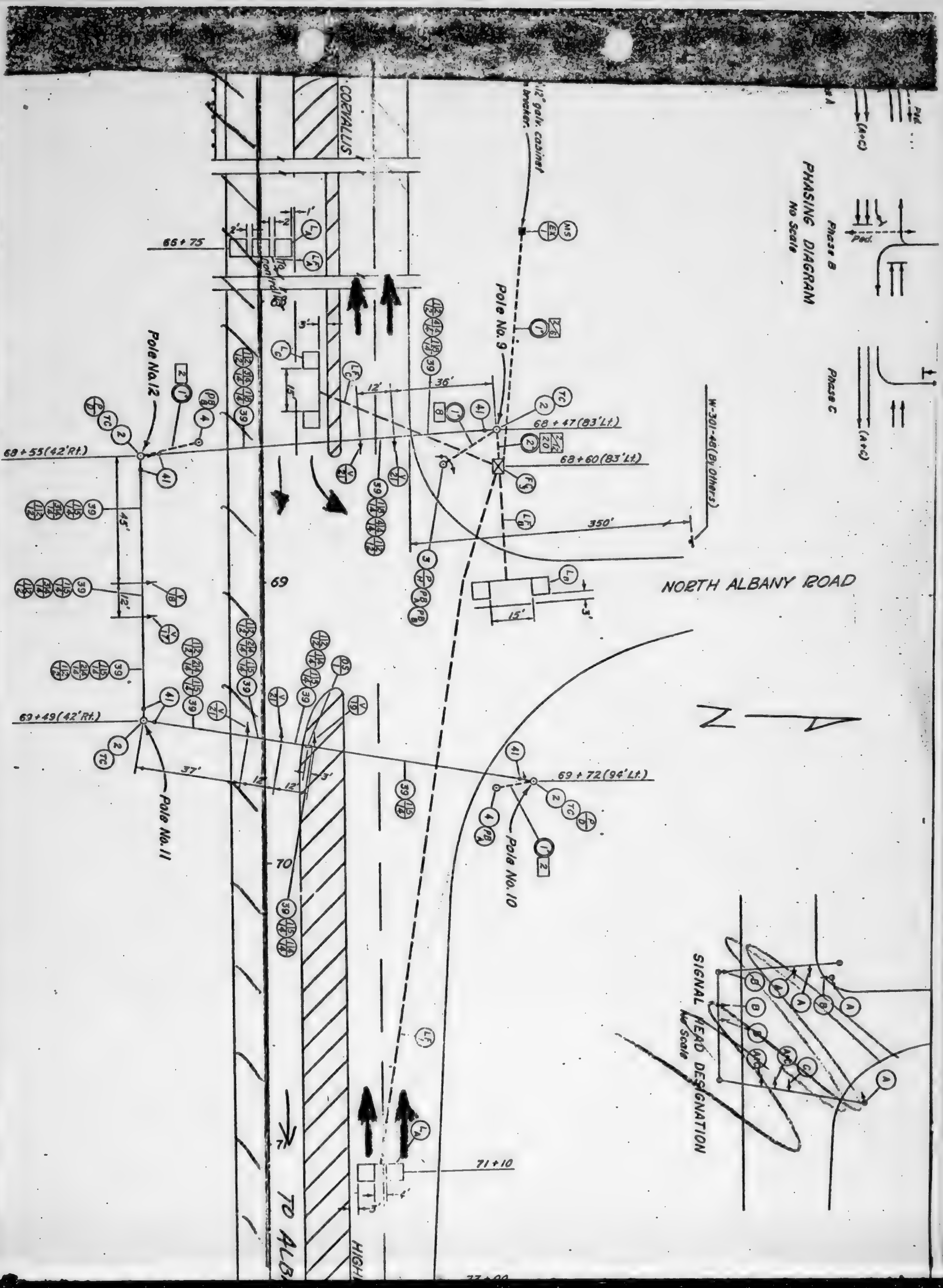
WILLAMETTE R. BRIDGE (ALBANY)

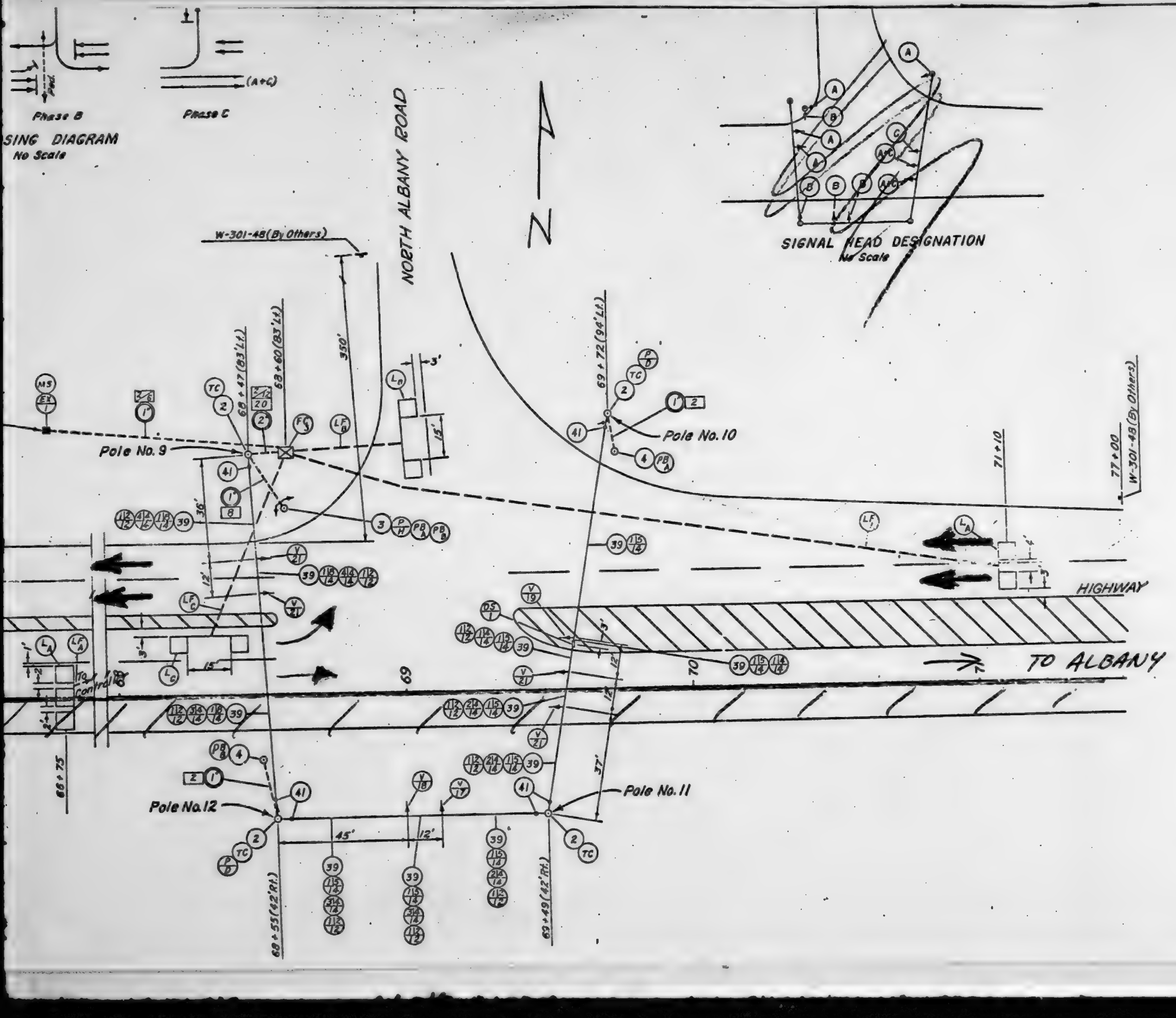
PROPOSED DETOUR


Taper to 2-lanes
500'±
N. ALBANY RD
N
MP 9.98
ALBANY-CORVALLIS HWY 31
MP 10.25
SPRINGHILL RD.
MP 10.34
ELLSWORTH ST. BR.
LYON ST. BRIDGE


PROPO
CONFIGUR
Phase B
Phase C
(A+C)
PHASING DIAGRAM
(No Scale)
DESIGNATION
Scale)
BANY - CORVALLIS
SPRING HILL ROA
84
83
82
85
TO
Pole No.1
Pole No. 2
Pole No. 3
Pole No.4
"LE₂" 83+30 (34' Lt.)
"LE₂" 83+40 (35' Lt.)
"LE₂" 84+08 (33' Lt.)
"LE₂" 84+59 (48' Lt.)
"LE₂" 85+26
"L₂" 83+00 (42' Rt.)
"L₂" 84+16 (42' Rt.)
"L₂" 81+75
"L₂" ℄
To Controller
To Controller Cabinet
To pole No. 5
See Below
To Alternating Flasher
See Sheet 3
(See Right)
2810
SIGN-W301-48 (By Others)
SIGN-W301-48 (By Others)
Paved Shoulder
15'
23
29'
14'
38'
10'
3'
6'
80
90
Note: Loop detectors not dimensioned shall
have leading edge placed at stop bar.


PROPOSED DETOUR
CONFIGURATION ONLY
Note: See T.E.D. Drw'g for Legend
Phase C
(A+C)
SPRING HILL ROA
84
83
85
82
Pole No. 1
Pole No. 2
Pole No. 3
Pole No. 4
"LE₂" 83+30 (34' Lt.)
"LE₂" 83+40 (35' Lt.)
"LE₂" 84+08 (33' Lt.)
"LE₂" 84+59 (48' Lt.)
"LE₂" 85+26
"L₂" 83+00 (42' Rt.)
"L₂" 84+16 (42' Rt.)
"L" 81+75
To Controller
To pole No. 5 See Below
To Alternating Flasher See Sheet 3
(See Right)
2810
Paved Shoulder
Lyon St.
See Drw'g. No. 2110 and Sheet 3
HIGHWAY
TO Ellsworth St.
SIGN - W301-48 (By Others)
Cabinet
Note: Loop detectors not dimensioned shall have leading edge placed at stop bar.
"L₂" ℄
Edge of Pavement
Gro
42'
15'
23'
29'
14'
38'
10'
6'
3'
CONTROLLER CABINET FOUN.
OREGON STATE
TRAFFIC
SIGNA
WILLAMETTE
E. E. George


NORTH ALBANY ROAD
CORVALLIS
TO ALB
HIGH
PHASING DIAGRAM
No Scale
Phase B
Phase C
(A+C)
Ped.
SIGNAL HEAD DESIGNATION
No Scale
Pole No. 9
Pole No. 10
Pole No. 11
Pole No. 12
1½" galv. cabinet on bracket
66+75
68+55 (42' Rt.)
68+47 (83' Lt.)
68+60 (83' Lt.)
69+49 (42' Rt.)
69+72 (94' Lt.)
71+10
W-301-48 (By Others)
350'
36'
12'
15'
45'
37'
3'
69
70
71
N


Phase B
Phase C
(A+C)
Ped.
SING DIAGRAM
No Scale
NORTH ALBANY ROAD
SIGNAL HEAD DESIGNATION
No Scale
W-301-48 (By Others)
350'
Pole No. 9
68+47 (83' Lt.)
68+60 (83' Lt.)
Pole No. 10
69+72 (94' Lt.)
71+10
77+00
W-301-48 (By Others)
HIGHWAY
TO ALBANY
To Controller
68+75
Pole No.12
68+53 (42' Rt.)
Pole No. 11
69+49 (42' Rt.)
45'
12'
37'
36'
15'
3'
69
70
71

NOTES

1. See T.E.D. Drwg.
2. Unless otherwis
loop detector at

1985 Mt. Hood Hwy. @ Ruben Lane 9964
(Sandy) Sec, Mt. Hood Hwy. @ Sandy
(traffic signal installation)

October 23, 1986

CON 5 - #9964

The Ohio Casualty Insurance Company
136 North Third Street
Hamilton, OH 45011

On October 13, 1986, we wrote to you concerning release of final payment on Contract No. 9964 awarded to Schoolhouse R Electric for work on the Mt. Hood Highway at Ruben Lane (Sandy) in Clackamas County.

Final payment on this contract is $498.08 and the total contract amount is $65,173.45, including $226.81 for work performed under force account.

George Bell
Assistant Director

cgc

cc: Schoolhouse R Electric
287 Fourth Street
Ashland, OR 97520

Ohio Casualty Insurance Company
2525 SW First
Portland, OR 97214

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9964

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9964

TO: Commission Services DATE: October 9, 1986

FROM: EG Hunter
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9964 , On Site Work Substantially Completed January 31, 1986
All Work Completed	June 9, 1986
Project	Mt. Hood Highway at Ruben Lane (Sandy)
Highway	Mt. Hood
County	Clackamas
Type of Work	Traffic Signal Installation
Contractor	Schoolhouse R. Electric

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety letter sent 10-13-86.

RECEIVED
OCT 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9964

April 18, 1986

Schoolhouse R Electric
287 Fourth Street
Ashland, OR 97520

CON 5
#9964

Re: Time Extension Request
Mt. Hood Highway at Ruben Lane
Contract No. 9964

Your request for additional contract time is which to complete the above project has been reviewed. A contract time adjustment of an additional 12 calendar days is granted due to the stop work order issued.

The adjusted contract time of completion of this project is 102 calendar days. This eliminates all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:kjm

bc: C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.
FHWA w/att.
Bruce Walton

TE/270

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. JACKMOND
Contract Administration Engineer

DATE: March 17, 1986

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: Second Time Extension Request
Mt. Hood Highway @ Ruben Lane
Contract 9964

Here is the contractor's second time extension request for the subject project. The following is my summary of events:

7/18/85 - First time extension granted--90 CD from start of work, or not later than December 15, 1985.
8/19/85 - Contractor started work.
10/13/85 - Stop Work Order issued } 64 days.
12/16/85 - Stop Work Order rescinded }
2/17/86 - December 15 completion date projected ahead - 64 days.
1/20/86 - 90 CDC expires.
1/31/86 - Contract work complete (12-days excess).

Note: The contract time & completion date should have been changed automatically by this stop order.
Doug

This request is for the 12 excess days between January 20 and January 31 inclusive. Due to the nature of the project and the purpose as described on the project manager's letter, I would concur with this request to grant the 12 days.

MC/cy/2.8
Attachments

cc Gary Kennen

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 12 calendar day time extension due to the stop work order issued.

O.B. Jackmond

MAR 17 1986
CONSTRUCTION SECTION
LEO
FILE

387

9924

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mt.Hood Hwy at Ruben Ln.(Sandy)

WEEK ENDING: April 12, 1986

SECTION PREFIX: C09964

HIGHWAY: Mt. Hood

COUNTY: Clackamas

NAME OF JOB: Mt.Hood Hwy @ Ruben Lane

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Schoolhouse R. Electric

CONTRACT NUMBER: C09964

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 30, 1985

DATE WORK STARTED: August 19,1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 90

WORK DAYS USED:

CALENDAR DAYS USED 102

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 114

PROJECT AUTHORIZATION: $ 74,163.94

EXCLUSIVE OF ENGINEERING: $ 67,686.74

ENGINEERING AUTHORIZATION $ 6477.20

This Week 0.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 71,274.92

ENGINEERING COST TO DATE $ 12000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

ESTIMATED PERCENT: OVERRUN UNDERRUN 5.3 %

PERCENT OF AUTHORIZATION 185 %

DATE PROJECT WAS COMPLETED: January 31, 1986

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Traffic Signal						
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Clear	0		
MONDAY 7	Clear	0		
TUESDAY 8	Cloudy	0		
WEDNESDAY 9	P.Cloudy	0		
THURSDAY 10	P.Cloudy	0		
FRIDAY 11	Cloudy	0		
SATURDAY 12		0		F

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

CONTR.	NO: C09964 Date: 4-5-86
SUNDAY 6	No activity this week.
7 MONDAY	.
8 TUESDAY	.
9 WEDNESDAY	.
10 THURSDAY	.
11 FRIDAY	.
12 SATURDAY	.

REMARKS

STATUS: Project work complete.
Second Notification submitted. Third Notification and semi-final will be submitted by end of week.

VISITORS: None

NEXT WEEK: No activity.

FINAL REPORT SIGNED Gary Kennen LOCATION Portland
Gary Kennen, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

9764

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

April 3, 1986

In Reply Refer To
File No.:

BRADFORD & VICKI PICKING
15331 Bluff Road
Sandy, OR 97055

84-113
203-8236

Subject: Mt. Hood Highway @ Ruben Lane

Construction work on this project has been completed and we are now preparing final bid item costs. Our current estimate for all costs related to the project are as follows:

Preliminary Engineering	$7,560
Bid Items & Construction Engineering	$82,500
Total	$90,060

We have received from you a total of $84,160 to cover the anticipated project costs. These totals reflect a shortfall of $5,900. Would you please provide us with a new Letter of Credit covering this deficiency. An expiration date of June 27, 1986 for the new Letter of Credit will be satisfactory.

This information should be promptly sent to the Oregon State Highway Division, Finance Branch, Ledgers and Revenue Unit, Room 434 Transportation Building, Salem, OR 97310.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Dick Dorn
Pete Gonzalez

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 4 1986
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850

9764

2-26-86

Pete Gonzales called and said he has received nothing on the extension on the letter of credit and wanted to know if we had heard anything. Wayne Schulte said he had not received anything. After calling the Bank of Rainier he called me back and said the Bank has sent the filled out form to Picking for their signature but has not received anything back from them. Schulte called Picking's office - no answer He will call again tomorrow.

BRADford
Pickings

has A Letter
of Credit Due
1-31-86

1-7-86

Phoned Wayne Schulte and he is writing a letter to Picking Corp requesting extension of expiration date on letter of credit to June 30, 1986 but saying the amount can be reduced to $18,250. He will send us a copy of the letter.

1-8-86

Was informed 1-6-86 by acctg that delays caused project to over run on the time and the Letter of credit will expire before job is completed. Called Wayne Schulte and explained it to him. He is writing a letter to Picking Corp. and requesting extension of date on Letter of Credit to 6-30-86 and with a sum of $18,250 as suggested by Pete Gonzalez.

9964

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

CON 5
#9964

TO: H. H. Patterson
Construction Office Engineer

DATE: February 11, 1986

FROM: Bruce M. Walton
B. M. Walton
Contract Payments Coordinator

SUBJECT: Request Contract Acceptance

Contract 9964, Work Completed 1-31-86

Project Mt. Hood Hwy. @ Ruben Ln. (Sandy)

Highway Mt. Hood

County Clackamas

We request you return a signed copy of this letter recommending acceptance or list conditions that would prevent your acceptance of the contract work.

Recommended Acceptance Date 10-6-86

H. H. Patterson
Construction Office Manager

BMW:mk

Info. Copies To:

J. B. Boyd
Dave Canfield
Don Harwell ✓
~~Jack Sullivan~~ Bill Quinn
George Strawn
Don Wackerbarth
Bob Oakes
~~E. L. Hardt~~ Richard Kuehn

CPC/FM1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 7 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

W DD
E
CIC

81-125-1387

9964

NOTED
W. E. SCHWARTZ

July 17, 1985

Schoolhouse R Electric
287 Fourth Street
Ashland, OR 97520

CON 5

Re: Time Extension Request
Mt. Hood Hwy. @ Ruben Lane
Contract No. 9964

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional 45 calendar days is granted due to the delay in award of this contract.

The adjusted contract time of completion for this project is therefore amended to the following:

"108.08 Contract Time for Completion of Work - All work to be done under the contract shall be completed before the elapse of 90 calendar days or not later than December 15, 1985, whichever occurs first."

/s/ C. O. Fredrickson

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.
Bruce Walton

TE/185

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Construction Administrative Engineer

DATE: July 8, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: MT. HOOD HIGHWAY TO RUBEN LANE
CONTRACT NO. 9964

Attached is a time extension request from the contractor, and Gary Kennen's letter of analysis and recommendation.

The contract was let on February 28, 1985, but due to the funding not being received from the developer, was not awarded until May 30, 1985. The contractor has asked for a 45-day time extension.

Gary Kennen has recommended a 30-day time extension, based on a conversation with the owner of the adjacent development, Mr Picking, at the preconstruction conference that this 30-day delay would be no problem.

It seems to me that the contractor has a legitimate argument for at least the 45 days he is requesting, due to the late coming funding, and my recommendation is to revise the completion date from October 31, 1985 to December 15, 1985 or 90 calendar days from the time he starts work, whichever comes first.

MC:cy

Attachment

cc Gary Kennen

CE__ CAE__ RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE__ JUL 09 1985 FE__ CP__
CA__ POC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE.__

7-16-85

W.E. Schwartz -

I concur with Region and recommend a 45 C.D. time extension.

O.B. Jackmond

9964 5-15-85

5-14-85

Talked to Dave Battee and he said Wakerlig talked to Sollis about the problem and it was decided to ask for another extension. Dave called the contractor and got another extension to June 15, 1985. He thinks Hank talked to Don T. and Don is to write a letter to Picking.

DB

5-15-85

Called Jim Thomas of the Ranier Nat'l Bank, Seattle. He said application for letter of credit filled out & sent to Picking for his signature, but has not received it back.

James L. Thomas
206-621-[redacted]5182

9964

4-18-85

Jim Thomas
Bank of Rainier
Seattle, WA

Schulte Says letter of credit to be in acctg sec by wed.

4-17-85

Talked to Wayne Schulte & he said Woodward's office had been in contact with Picking. Letter of credit from bank of Rainier supposed to be to accounting 4-22-85 DB

3-29-85

Dave Battee said he has contacted the low bidder and he is willing to give 2 week extension to award of contract so advance deposit can be made. DB

3-18-85

Called Wayne Schulte and he is contacting Picking Company today about sending in the Contr. A.D.

Picking Company shall make an advance deposit of $10,000 upon execution of this agreement.
Rec'd 10-22-84 cash

4-15-85

Potter gave them another two weeks - all have been informed!! Dn K

4-1-85

653-3229

Talked to Wayne Schulte and he is going to write to the Co. about the A.D. I also talked to Don Amen & he said condemnation money would be deposited ~~by~~ in the court and only the Company could take it out so the state can not take this money for itself.

4-12-85

Wayne Schulte said Picking informed him that a letter of credit was to have been in the mail Monday 4-8-85.

April 8, 1985

PRO

Bradford & Vicki Picking
16331 Bluff Road
Sandy, OR 97055

Re: Traffic Signal Installation
Mt. Hood Highway @ Ruben Lane (Sandy)
Mt. Hood Highway
Clackamas County

Reference is made to our March 4, 1985 letter requesting your advance deposit of $74,160.00 for the construction cost of this project.

It is my understanding that you responded to our letter, to either our Accounting Section or to myself. As of this writing, we have not received your response. It is further understood that your response included a request to allow you credit from a right-of-way condemnation for this advance deposit. Please be advised your request is not possible. A right-of-way condemnation proceeding requires the purchaser deposit a specified amount of money with the court. The court releases the money to the seller.

Our contracting procedures require that we award a contract within thirty days after bids are received. The low bidder on this contract has given us until April 15. Unless we receive your advance deposit prior to that time, we have no choice but to not award the contract. Should the contract not be awarded for the traffic signal, access will not be allowed to the Mt. Hood Highway. If the contract is not awarded the agreement will be nullified and you will be held liable for all costs up to this point. ✓

Your deposit as requested by our March 4, 1985 letter will be expected no later than April 12, 1985.

Very truly yours,

Gary A. Potter, Manager
Program Section

DLT:me
bc: R. N. Bothman
E. S. Hunter
W. E. Schwartz
E. L. Hardt
Vern Skoog
Wayne Schulte, Region 1
Local Programs

4

March 4, 1985

PRC

Bradford and Vicki Picking
15331 Bluff Road
Sandy, OR 97055

Dear Mr. & Mrs. Picking:

On February 28, 1985 we received a satisfactory bid from Schoolhouse R Electric, 287 Fourth Street, Ashland, OR 97520 for the Mt. Hood Highway at Ruben Lane (Sandy) Section of the Mt. Hood Highway.

The Preliminary Engineering and Construction Finance Agreement No. 8245 requires the Company to make an advance deposit for the construction costs at this time. This cost is computed as follows:

Contractor's Bid		$58,847.00
Anticipated Additional Items:		
Permanent Pavement Striping	$1,000.00	
State Furnished PROM & Program	500.00	
Signal Controller Testing & Turn On	1,925.00	
Construct Sidewalk & Curb with Sidewalk Ramps	2,500.00	5,925.00
SUBTOTAL		$64,772.00
Contingencies (4 1/2%)		2,914.74
Engineering (10%)		6,477.20
TOTAL CONSTRUCTION COST		$74,163.94
Rounded		$74,160.00

Please submit your $74,160.00. It should arrive not later than March 22, 1985 using one of the two options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

RLD:pf
Attachment

bcc w/AD #85-18: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #85-18 when deposited.

116-1

OREGON STATE HIGHWAY DEPARTMENT

TO: Wayne Schu

SUBJECT: Mt. Hood Hwy. at Ruben Ln. Traffic Signal Plans

FROM: Curt Duval

DATE: February ~~11~~ 12, 1985

No comments from C. Duval, E. J. Dunn, J. Kaiser, D. Simpson, D. Fantz, and J. McClure.

Following comments were:

Ron Failmezger - A copy of attached plans with noted comments was forwarded to Salem Traffic on 1-28-85 from this office. All noted comments made are highlighted in yellow on Signal Drawings # 8875, 8876, and 8877.

Tom Schwab - Pole located too close to H. C. Ramps. Comment noted in orange pencil on Signal Drawings # 8875 and 8876.

Dick Fleming - New water lines are planned to be installed north on Ruben Lane (across detector wires) and east and west on southerly side of Mt. Hood Hwy. (across detector wires). Additional utilities not shown on plans are being field tied.

cc: Rick Kuehn

Curtis H Duval
(SIGNATURE)

PLEASE REPLY HERE

Don Trout:
Comments from Metro Region Staff returned to you for further handling.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
FEB 13 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

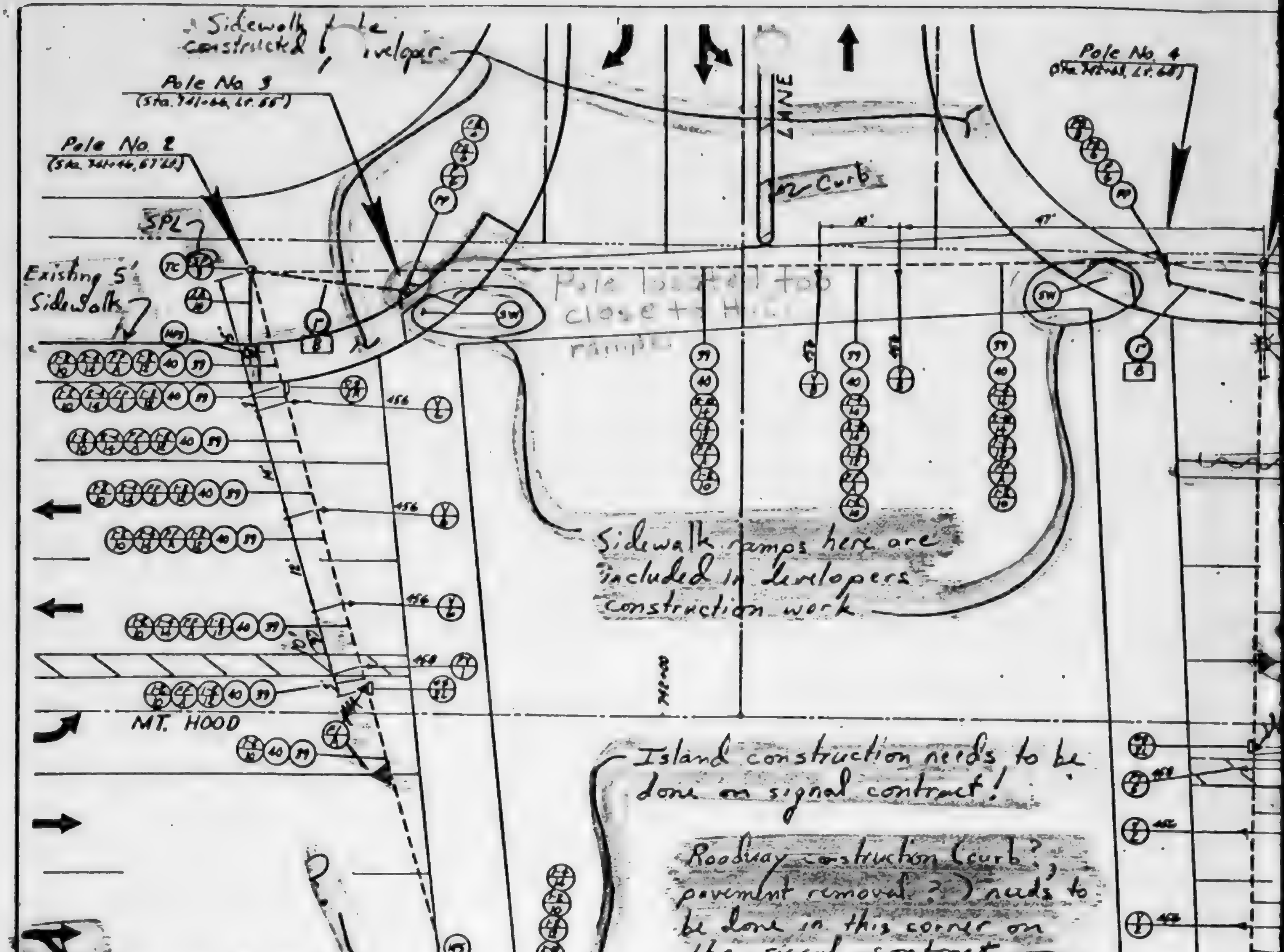
Final Design Rec'd copies of this & has forwarded their comments to Traffic.
2-15-85 RLD

CC: ___

Wayne Schultt
(SIGNATURE)

2-12-85
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.


Pole No. 2
(Sta. 741+46, 67' Lt.)
Pole No. 3
(Sta. 741+66, Lt. 55')
Pole No. 4
(Sta. 741+68, Lt. 60')
Pole No. 1
(Sta. 741+77, Rt. 61)
Pole No. 6
SPL
LANE
MT. HOOD
RUBEN
TC
SW
40
39
456
Phase 2/6 Phase 4/8 Phase 1/6
NORMAL PHASE ROTATION

Sidewalk to be constructed by developer

Existing 5' Sidewalk

Curb

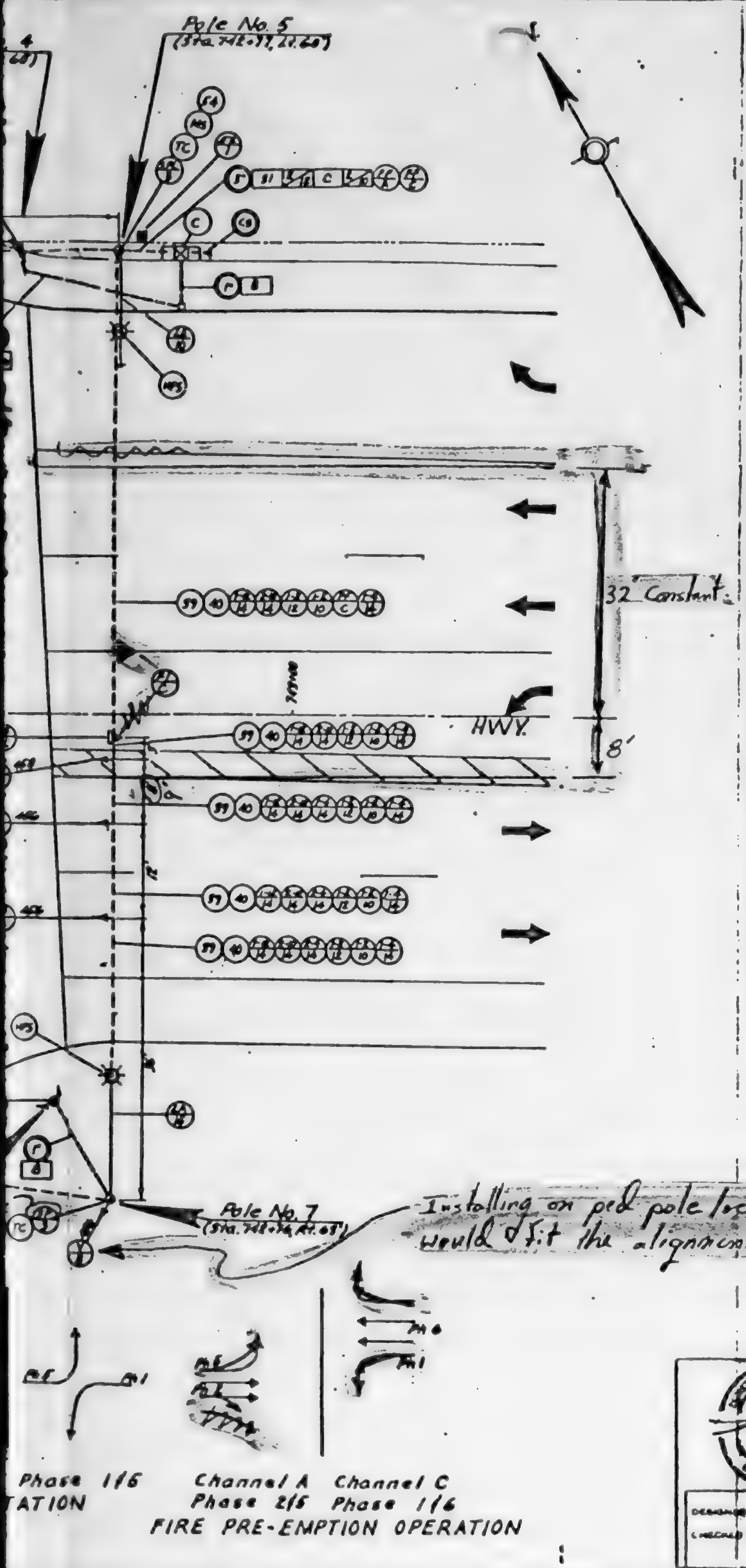
Pole located too close to H.C. ramps

Sidewalk ramps here are included in developers construction work

Island construction needs to be done on signal contract!

Roadway construction (curb?, pavement removal?) needs to be done in this corner on the signal contract

No added lane exists! Are we building a right turn lane? Currently there is only a right turn taper.



Installing on ped pole location would fit the alignment better.

SIGNAL PLAN
MT. HOOD HW AT RUBEN LN.(SANDY) SEC.

SCALE 0 10 20 40 FEET

LEGEND

	Existing power source
C	Install Model 170 controller in Model 332 cabinet
	Install type (T) standard strain pole
	Install type (T) standard strain pole with luminaire pole extension (40 foot mounting height)
	Install (L) foot luminaire arm
PP	Install pedestrian signal pedestal with frangible base
	Install phase (Ph) vehicle signal
	Install phase (Ph) programmed vehicle signal
	Install type (T) modified pedestrian signal
	Install phase (Ph) pedestrian push button with instruction sign
	Install interior illuminated "LEFT TURN SIGNAL" sign
	Install interior illuminated through and left arrow sign
	Install interior illuminated right arrow "ONLY" sign
TC	Install terminal cabinet
SA	Install service cabinet with 60 amp circuit breaker and 20 amp breaker for illumination
MB	Install 120 volt meter base
39	Install 3/8 inch galvanized steel messenger cable
40	Install 1/4 inch galvanized steel tether wire
	Install channel (Ch), (N)-way fire pre-emption detector
	Install channel (Ch) fire pre-emption detector feeder
	Install 200 watt 120 volt high pressure sodium lamp in luminaire unit (Type III, semi-cutoff)
S	Install (S) inch electrical conduit
CS	Install two-inch conduit stub (cap both ends)
C	Install one No. 6 type THW wire (signal system common)
N	Install (N) No. 14 type THW wires
SW	Install sidewalk ramp per drawing number 20778

T = Type shown
L = Length shown
Ph = Phase shown
X = Number of cables shown
N = Number shown
G = AWG size shown
S = Size shown
Ch = Channel shown
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

PRELIMINARY COPY
JAN 23 1984
SUBJECT TO MUTUAL REVIEW

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

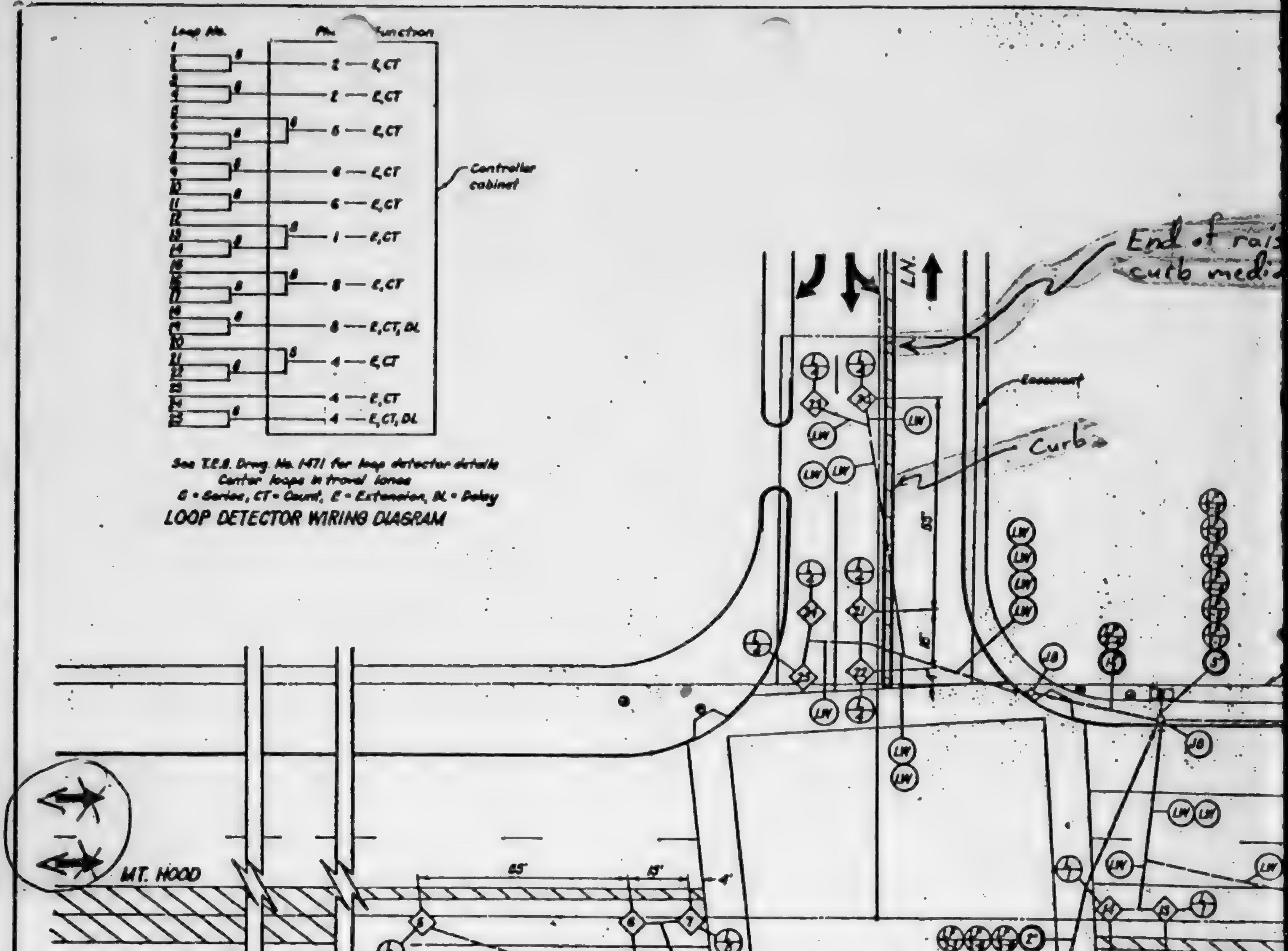
TRAFFIC SIGNAL INSTALLATION
MT. HOOD HWY. AT RUBEN LN. (SANDY) SEC.
MT. HOOD HIGHWAY
CLACKAMAS COUNTY

L. L. GEORGE
1/14/85

DESIGNED BY: JP
CHECKED BY: HZ

DATE December 1984
ACCOMPANIED BY DWGS. 1470, 1471, 1472, 1473, 1408, 1409, 2980, 2981, 2982, 20778, 35009, 35010, 8876 & 8877, 8117

TE DWG. NO. 8875



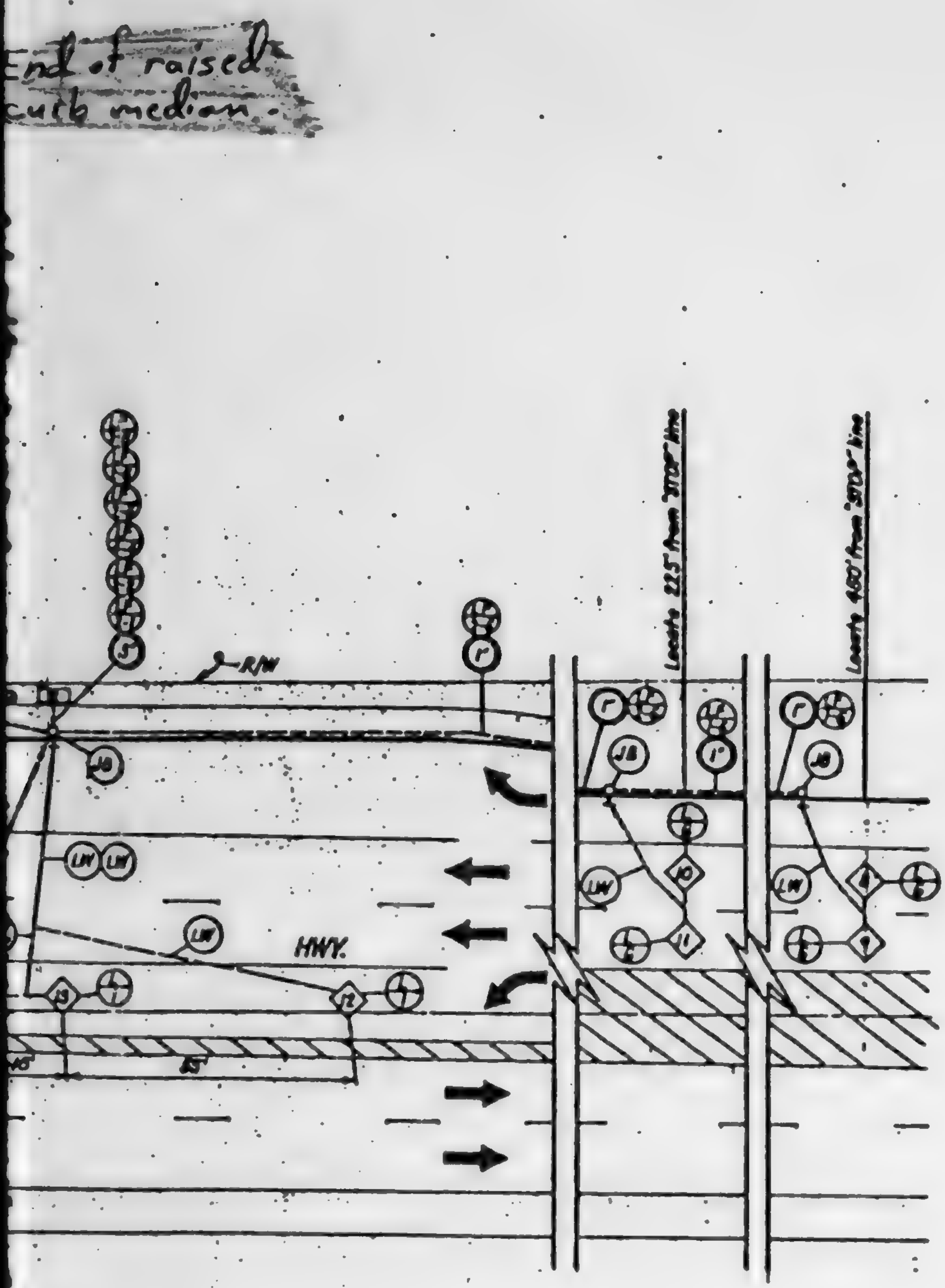
Loop No.
Ph[illegible] Function
S
2 — E,CT
2 — E,CT
6 — E,CT
6 — E,CT
6 — E,CT
1 — E,CT
8 — E,CT
8 — E,CT, DL
4 — E,CT
4 — E,CT
4 — E,CT, DL
Controller cabinet
End of rais
curb medi
L.N.
Easement
Curb
50'
15'
JB
LW
MT. HOOD
25'
15'
4'
(Field locate)
Loops 430' from "STOP" Bar
Loops 225' from "STOP" Bar
(without stub-out)
RUBEN

See T.E.B. Drwg. No. 1471 for loop detector details
Center loops in travel lanes
S = Series, CT = Count, E = Extension, DL = Delay

LOOP DETECTOR WIRING DIAGRAM

DETECTOR PLAN
MT. HOOD HWY. AT RUBEN LN. (SANDY) SEC.

SCALE
0
20
40
60
FEET
N


End of raised curb median.
S
R/W
JB
LW
LW
LW
HWY.
13
12
10
11
9
Locate 225' from "STOP" line
Locate 460' from "STOP" line
LW
JB
1"
5"

LEGEND

⊕	Install phase (Ph) vehicle detector loop
⊕	Install (X) phase (Ph) loop feeder cables
LW	Install 2 No. 14 THWN wires twisted 4 to 6 turns per foot from loop to junction box. No splices outside of junction box.
S	Install (S") inch electrical conduit
JB	Install 17½" x 10½" x 12" precast concrete junction box with cast iron cover (See TES Drwg. No. 1471) and 1" stub out for detector cable
⊕	Install post mounted "SIGNAL AHEAD" sign (W3-3-48).
⊕	Install post mounted "RIGHT TURN YIELD TO PEDS" sign (OR 17-8)

PRELIMINARY COPY

JAN 23 1984

SUBJECT TO MUTUAL REVIEW

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

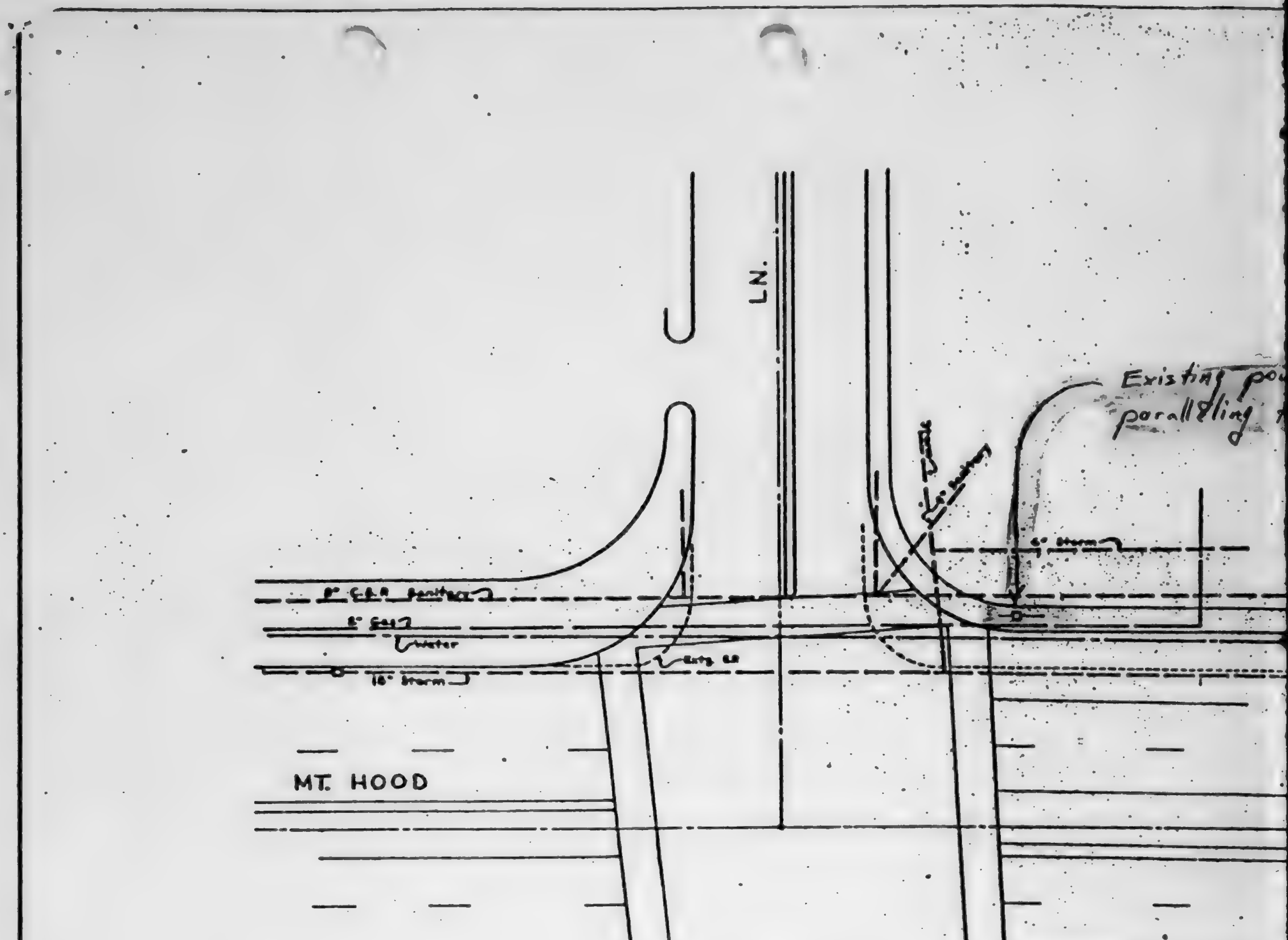
TRAFFIC SIGNAL INSTALLATION
MT. HOOD HWY. AT RUBEN LN. (SANDY) SEC.
MT. HOOD HIGHWAY
CLACKAMAS COUNTY

1/14/85

DESIGNED BY JP
CHECKED BY JRJ

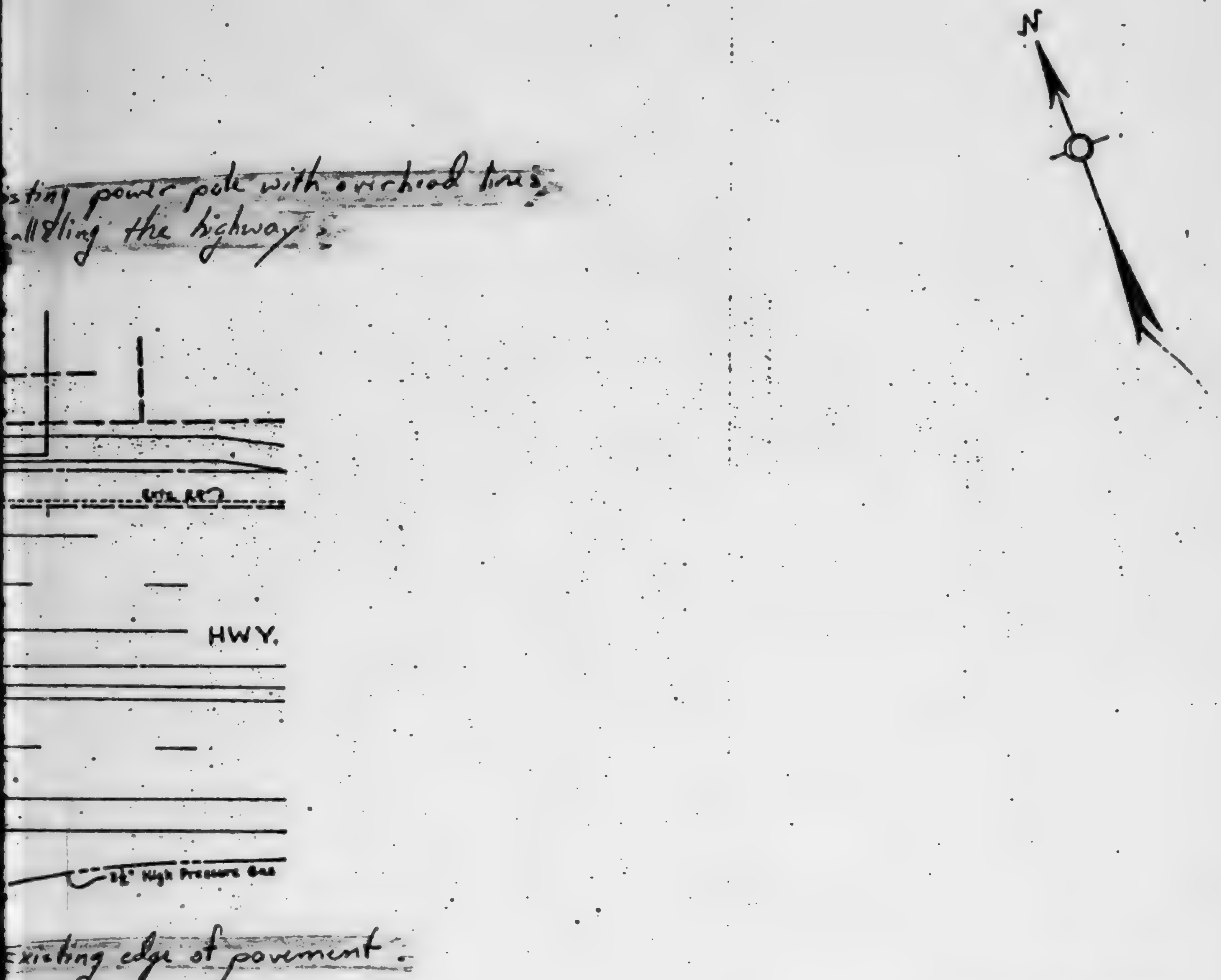
DATE December 1984

T.E. DWG. NO. 8876


LN.
Existing pou
parallEling
8" C.I.P. Sanitary
8" Gas
Water
18" Storm
City
Sanitary
6" Storm
MT. HOOD
Existing c
High Pressure Gas
Probable 18" Culvert
RUBEN

EXISTING UTILITIES PLAN
MT HOC WY. AT RUBEN LN (SANDY) SEC.

SCALE 0 20 40 80 FEET


N
sting power pole with overhead lines
alleling the highway
Exist RR
HWY.
12" High Pressure Gas
Existing edge of pavement

PRELIMINARY COPY
JAN 23 1984
SUBJECT TO MUTUAL REVIEW

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

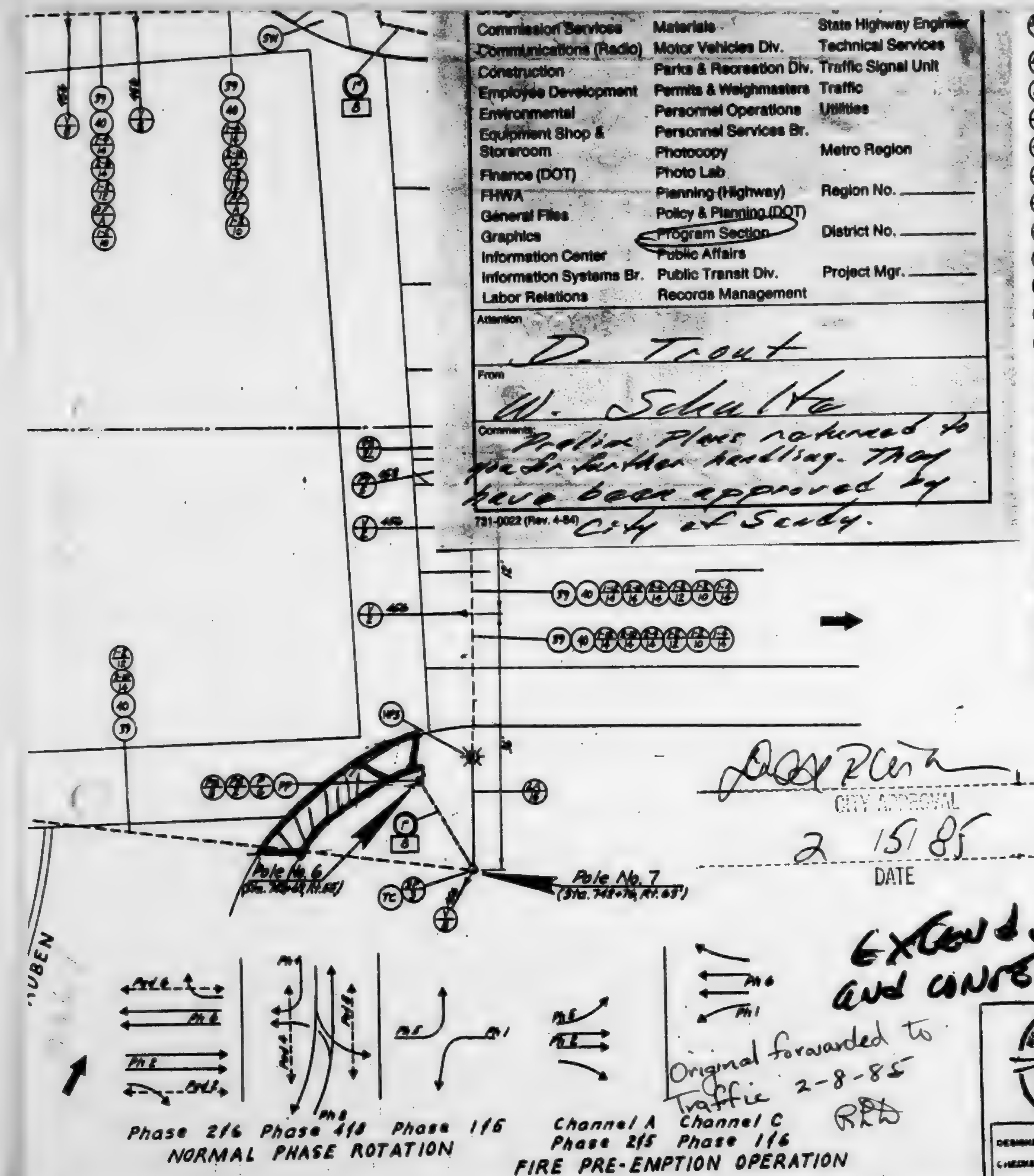
TRAFFIC SIGNAL INSTALLATION
MT. HOOD HWY. AT RUBEN LN. (SANDY) SEC.
MT. HOOD HIGHWAY
CLACKAMAS COUNTY

DESIGNED BY JP
CHECKED BY Hf

DATE December 1984

TE DWG. NO. 8877

(PLAN)



Commission Services	Materials	State Highway Engineer
Communications (Radio)	Motor Vehicles Div.	Technical Services
Construction	Parks & Recreation Div.	Traffic Signal Unit
Employee Development	Permits & Weighmasters	Traffic
Environmental	Personnel Operations	Utilities
Equipment Shop & Storeroom	Personnel Services Br.	
Storeroom	Photocopy	Metro Region
Finance (DOT)	Photo Lab	
FHWA	Planning (Highway)	Region No. ____
General Files	Policy & Planning (DOT)	
Graphics	Program Section	District No. ____
Information Center	Public Affairs	
Information Systems Br.	Public Transit Div.	Project Mgr. ____
Labor Relations	Records Management	

Attention D. Trout

From W. Schulte

Comments: Prelim Plans returned to you for further handling. They have been approved by City of Sandy.

731-0022 (Rev. 4-84)

PROGRAM SECTION

MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
FEB 07 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

20 amp breaker for illumination

MB	Install 120 volt meter base
39	Install 3/8 inch galvanized steel messenger cable
40	Install 1/4 inch galvanized steel tether wire
Ch/N	Install channel (Ch), (N)-way fire pre-emption detector
Ch	Install channel (Ch) fire pre-emption detector feeder
HPS	Install 200 watt 120 volt high pressure sodium lamp in luminaire unit (Type III, semi-cutoff)
S	Install (S) inch electrical conduit
CS	Install two-inch conduit stub (cap both ends)
C	Install one No. 6 type THWN wire (signal system common)
N	Install (N) No. 14 type THWN wires
SW	Install sidewalk ramp per drawing number 20778

T = Type shown
L = Length shown
Ph = Phase shown
X = Number of cables shown
N = Number shown
G = AWG size shown
S = Size shown
Ch = Channel shown
456 = 12" R, 12" Y, 12" G
458 = 12" R, 12" Y, 12" GLTA

DEA Klein
CITY APPROVAL
2/15/85
DATE

PRELIMINARY COPY
JAN 23 1984
SUBJECT TO MUTUAL REVIEW

EXtend sidewalk and construct wheelchair ramp

Original forwarded to Traffic 2-8-85
RRD

L. E. George
1/14/85

DESIGNED BY JP
CHECKED BY HZ

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
TRAFFIC SIGNAL INSTALLATION
MT. HOOD HWY. AT RUBEN LN. (SANDY)
MT. HOOD HIGHWAY
CLACKAMAS COUNTY

DATE December 1984
ACCOMPANIED BY DWGS. 1470, 1471, 1472, 1473, 1480, 1489, 2990, 2991, 2992, 20778, 35009, 35010, 8876 & 8877, 8UL7

T.E. DWG. NO. 8875

77641

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

January 8, 1985

In Reply Refer To
File No.:

BRADFORD & VICKI PICKING
15331 Bluff Road
Sandy, OR 97055

84-113
203-8236

Subject: Mt. Hood Highway @ Rueben Lane

Work on this traffic signal project has been delayed because the access road serving the shopping center has not been completed. With these conditions, our contractor cannot install the required traffic signal loops. You will recall that your original letter of credit covering this project expires January 31, 1986. Due to the construction delays, we need the Letter of Credit (for $18,250) extended to June 30, 1986. Please provide the necessary information prior to January 31, 1986 to the Oregon State Highway Division, Finance Branch, Ledgers and Revenue Unit, Room 434 Transportation Building, Salem, OR 97310.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

~~cc: Dick~~ Dorn

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JAN 9 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850

/ 4

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Wasco Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02120

REGION 4

SECTION
The Dalles--California Hwy Guardrail Projects

THE DALLES - CALIF. HWY # 4

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 33-1949

DATE 4-19-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		400	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		700	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 5,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
F-4-4(2)

LOCATION ENGINEER'S REMARKS

1 Versteeg
Ander on
cy Ard Adams
cy Simonds
2 Edwards E
Terpin
3 Trout
cy Wakerlig

RECEIVED
MAY 30 1984
ROAD DESIGN SECTION

Do ..ot File ☐
Return to
Bring Up ____/____/____
Action

On HIP

PREPARED BY	DATE 3/21/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/15/84
RECOMMENDED, REGION ENGINEER X	DATE 4/21/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5/14/84
RECOMMENDED/ LOCATION ENGINEER X	DATE 5/11/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02120

SECTION The Dalles--California Hwy Guardrail Projects				REGION 4
STATE HIGHWAY # 4	HIGHWAY NAME The Dalles--California		MILE POST FROM 70.10 TO 73.30	LENGTH 3.2
☐ URBAN ☒ RURAL	CITY	COUNTY Wasco	ROAD/STREET NAME	
ROUTE # US 97	FEDERAL AID # FAP 4	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 4.	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY	$	PAVING (✓)		ACRES (#)	0
ROADWAY	$	STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$	Guardrail	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
Guardrail	$ 57.	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 23.	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 80.	WORK TYPE (1-12)	8	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 84.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 / ~~84~~ 85	RECOMMENDED FUNDING SOURCE FA	RECOMMENDED PROGRAM YEAR ~~1984~~ 85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	3	3
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	1350	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

The existing 3-cable guardrail is substandard and unsafe.

PROPOSED SOLUTION

Install Type 2A Guardrail with Type 1 Anchors and Type "C" end pieces to meet current guardrail standards.

REQUESTED, REGION ENGINEER X Dale D Allen	DATE 3/2/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION The Dalles--California Hwy. Guardrail Projects	KEY ID # 02120 REGION 4

PROJECT JUSTIFICATION

FA funded project appearing in Part 1, Construction Section of Current 6 Year-HIP.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION The Dalles--California Hwy Guardrail Projects	KEY ID # 02120 REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

UTILITIES	N	(LIST BELOW)
COMPANIES		

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				8'			11'	×	11'	11'		4'				
				8'			11'		11'	11'		4'				

PROPOSED

SUGGESTED BASE DESIGN

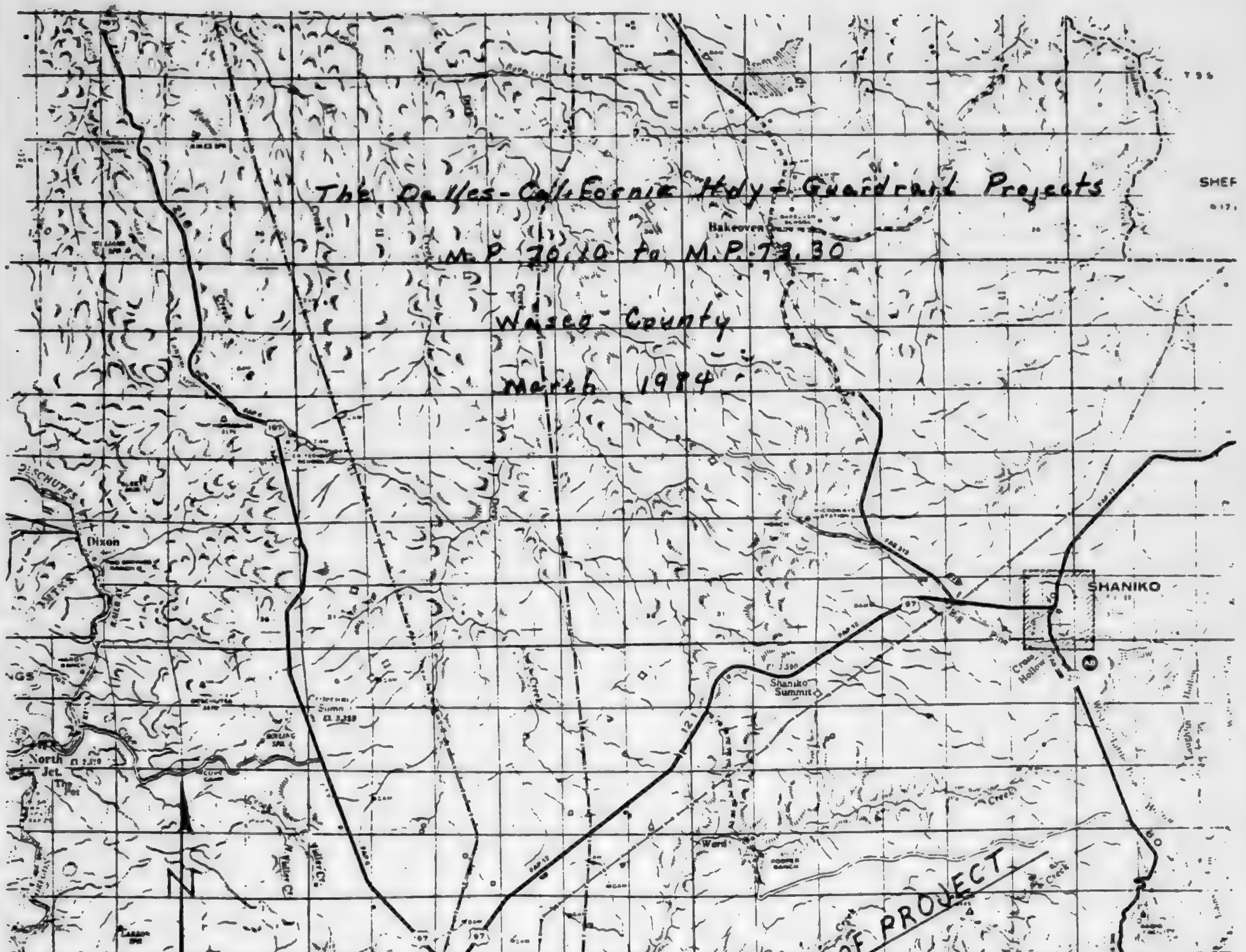
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 5/11/84

734-1912 (7-82)



The Dalles-California Hwy - Guardrail Projects

M.P. 70.10 to M.P. 73.30

Wasco County

March 1984

M.P. 70.10 BEGINNING OF PROJECT
M.P. 73.30 END OF PROJECT
SHANIKO
Shaniko Summit
Shaniko Junction
Bakeoven
Dixon
North Jct.
Kaskela
Axford
Ward
Cross Hollow
Tub Springs
ANTEL
SHEF
TION
NGS
97
97
218
Creek
Canyon
Antelope
JEFFERSON
COUNTY
R14E
R15E
R16E
121 00
120 55
120 50
120 45

1985 O.B. Riley Rd-SE Brosterhous Rd.9965
&Arnold Ditch Str.Secs,The Dalles-Calif.
Hwy.in & S. Bend.(gr,pav,str,sign,sig)#2

9965

14

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-125	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER	1-29-90	County DESCHUTES
MODIFICATION NUMBER 4		Project Number F-4-2(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,447,139.00	$ 2,376,138.00
Federal funds	$ 2,157,151.00	$ 2,091,919.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn. Code 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX FOR: Donald E. Forbes, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon November 28, 1989

Federal-Aid Project No. F-4-2(19)

O. B. Riley Rd.-Brosterhous Rd. (Bend) Section
The Dalles-California Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Road (Sta. 741+06 thru 780+51.14 = 0+00 Ah. to 925+74)

SUBTOTAL from previous estimate of November 19, 1986	$ 1,169,157.41
Decrease in Construction Costs	23,713.41
SUBTOTAL	$ 1,145,444.00
Engineering	171,816.00
TOTAL	$ 1,317,260.00

Type Code X131, X081
Oregon Trunk, RR O'Xing (Bridge #8887B)(Sta. 20+09.5 to 22+88.9)
Swalley Canal Br. (Bridge #8888A)(Sta. 10+65.40 to 12+34.57)

TOTAL from previous estimate of November 19, 1986	$ 969,492.00

Type Code Y031
Traffic Signal at Addison Street

TOTAL from previous estimate of November 19, 1986	$ 74,415.00

Length of Roadway ---------------------- 0.495 mi.

Length of Structures -------------------- 0.085 mi.

Cost of Roadway Per Mile ------------ $2,661,131.31

Reserve Used

S.F.O. #6	$ 11,971.00

Nonparticipating Items

TOTAL from previous estimate of November 19, 1986	$ 3,000.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 1,317,260.00	$ 1,161,164.00	$ 156,096.00	$ —
Structures	969,492.00	854,607.00	114,885.00	—
Traffic Sig.	74,415.00	65,596.00	---	8,819.00
Reserve Used	11,971.00	10,552.00	1,419.00	—
Nonpart. Items	3,000.00	0.00	3,000.00	0.00
TOTAL	$ 2,376,138.00	$ 2,091,919.00	$ 275,400.00	$ 8,8819.00

Appn Code:	010
Prefix:	C009-1914 (PE)
Prefix:	C09965
Contract No.	9965

DCN:pf

9965.

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
PROJECT REPORT NUMBER		Project Number F-4-2(19)
MODIFICATION NUMBER	1-17-87	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,283,716	$ 2,447,139
Federal funds	$ 2,013,093	$ 2,157,151
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XX~~X For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 19, 1986

FEDERAL AID PROJECT NO. F-4-2(19)

O.B. RILEY RD.-BROSTERHOUS RD. (BEND) SEC.
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY (STA. 741+06 THRU 780+51.14 = 0%00 AH. TO 925+74)

Subtotal from previous estimte of 2-21-86 $1,069,900.41

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Signs	$ 12.00	497	$ 5,964.00	556	$ 6,672.00
Moving Temp. Conc. Barrels	2.00	1,000	2,000.00	1,912.50	3,825.00
Temp. Plastic Safety Markers	30.00	30	900.00	32	960.00
Temp. Reflect. Pavement Markers	5.00	230	1,150.00	329	1,645.00
Asphalt in Tack Coat	170.00	11	1,870.00	14.25	2,422.00
18-inch Culver Pipe	18.00	26	468.00	37	666.00
12-inch Storm Sewer Pipe	11.00	1,036	11,396.00	1,236	13,596.00
Conc. Inlets, Type G-1	400.00	2	800.00	3	1,200.00
Conc. Inlets, Type CG-1	450.00	9	4,050.00	12	5,400.00
8-inch Drain Wells 100 Ft. Deep	900.00	1	900.00	7	6,300.00
8-inch Drain Wells Below 100 Ft. Deep	10.00	25	250.00	262	2,620.00
8-inch Steel Well Casing	7.00	25	175.00	144	1,008.00
Seeding, Mulching, & Fertilizing	1,000.00	1	1,000.00	1.17	1,170.00
Type V Cable (PA #4B)	---	---	---	100%	672.00
6-inch Sewer Ser. w/Cleanout (PA #6G)	---	---	---	90	1,350.00

Extra for Asphalt Appro. (PA #6H)	---	---	---	2	380.00
Type 2A, Guardrail (PA #6J)	---	---	---	10.2	153.00
Traffic Signal Install Complete (PA #7A)	---	---	---	100%	3,492.00
CLR-4 Fence (PA #8C)	---	---	---	201	3,027.00
Encase Irrig. Pipe (PA #10A)	---	---	---	97	13,580.00
2-inch Controller Conduit (PA #EA)	---	---	---	543	4,930.00
Incr. Move. Temp. Conc. Barrier (PA #17B)	---	---	---	1,455	2,910.00
Const. Barrier Mound (PA #17E)	---	---	---	3.88	1,746.00
Move Barrier (PA #18C)	---	---	---	1,425	2,850.00
Stripe Removal (PA #19C)	---	---	---	5,325	4,153.00
3"x1/8" Slots (PA #21B)	---	---	---	200	300.00
Modify Guardrail Connection (PA #23B)	---	---	---	4	500.00
Adjust Guardrail (PA #23C)	---	---	---	128	1,877.00
Additional Temp. Prot. & Dir. of Traf. (PA #23D)	---	---	---	100%	830.00
Increase B.I. #1 Mobiliz. (PA #25A)	---	---	---	100%	2,500.00
Temp. Prot. & Dir. of Traf. (PA #25B)	---	---	---	100%	1,635.00
Temp. Sequential Arrow (PA #25C)	---	---	---	2	376.00
Temp. Roadway Illum. (PA #25D)	---	---	---	1	231.00
Trench Exc. Under Traf. (PA #25F)	---	---	---	43.3	1,602.00
Trench Excavation (PA #25G)	---	---	---	60	1,440.00
Asphalt Conc. Cold Mix (PA #25H)	---	---	---	5.14	334.00
Asphalt Conc. Hot Mix (PA #25I)	---	---	---	9.17	577.00
Concrete in Pipe Encasement (PA #25J)	---	---	---	27.2	2,584.00
18-inch Pipe Culvert (PA #25K)	---	---	---	120	2,640.00
18-inch Storm Sewer Pipe (PA #25L)	---	---	---	92	4,140.00

Extra for Pipe Under AC Pavement (PA #25M)	---	---	---	82	1,804.00
Conc. Inlet, Type G-2 (PA #25 O)	---	---	---	1	600.00
Anchor Temp. Conc. Barrier (OFFW #5)	---	---	---	---	3,063.00
Detector Opticon & Cable (OFFW #6)	---	---	---	---	1,843.00
Stride Removal (OFFW #8)	---	---	---	---	1,158.00
Install 3-inch Conduit (OFFW #12)	---	---	---	---	609.00
Adjust Signal Meter Base (OFFW #13)	---	---	---	---	223.00
Drain for Retaining Wall (OFFW #14)	---	---	---	---	768.00
Extend Rail Bolts (OFFW #16)	---	---	---	---	1,068.00
Provide Night Flagging (OFFW #18)	---	---	---	---	2,091.00
Seal Drainwell (OFFW #19)	---	---	---	---	5,890.00
Adjust Perm. Signing (OFFW #20)	---	---	---	---	1,770.00
Subtotal			$30,923.00		$130,180.00

Increase	$ 99,257.00
Subtotal of Previous Estimate	1,069,900.41
Subtotal	$1,169,157.41
Engineering	174,849.59
Total	$1,344,007.00

TYPE CODE X131
OREGON TRUNK, RR O'XING (BR. #8887B)(STA. 20+09.5 TO 22+88.9)

Subtotal from previous estimate of 2-21-86 (X131 & X081) $ 799,732.00

Expansion Joint Single Strid	150.00	100	15,000.00	102.80	15,420.00
Three Tube Steel Railing	55.00	289	15,895.00	344	18,920.00

TYPE CODE X081
SWALLEY CANAL BR. (BR. #8888A)(STA. 10+65.40 TO 12+34.57)

Struc. Excav.	4.00	300	1,200.00	405	1,620.00
Struct. Ex. Below Elev. Shown	9.00	30	270.00	71.66	645.00
Reinforced Conc. Br. End Panels	55.00	320	17,600.00	430.33	23,668.00

Two Tube Steel Railing	32.00	169	5,408.00	172	5,504.00
Three Tube Steel Railing	55.00	185	10,175.00	204	11,220.00
Reinforcement (PA #8B)	0.60	---	---	6,822	4,093.00
Slope Paving (PA #8D)	20.00	---	---	197	3,940.00
Structural Conc. (PA #11A)	199.00	---	---	6.50	1,293.00
Reinforcement (PA #11B)	0.5257	---	---	496	260.00
Excav. Below Plan Elev. (PA #11C)	10.00	---	---	17.90	179.00
Bridge Rail Tube (PA #23A)	14.91	---	---	435.41	6,492.00
Adjust Steel Web Diaphragm (OFFW #3)	---	---	---	100%	7,814.00
Widen Canal BT #4 (OFFW #10)	---	---	---	100%	644.00
Install Ice Detection System (OFFW #17)	---	---	---	100%	7,141.00
Subtotal			$65,548.00		$108,853.00

Increase	$ 43,305.00
Subtotal of Previous Estimate	799,732.00
Subtotal	$ 843,037.00
Engineering	126,455.00
Total	$ 969,492.00

TYPE CODE Y031
TRAFFIC SIGNAL @ ADDISON STREET

Total as on estimate of 2-21-86	$ 74,415.00

Length of Roadway	0.495 mi.
Length of Signing	7.030 mi.
Length of Structures	0.085 mi.
Total	7.610 mi.

Cost of Roadway Per Mile	$2,715,165.66

RETAIN IN RESERVE

Total as on estimate of 2-21-86	$ 59,225.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway	010	$ 1,344,007.00	$ 1,184,742.00	$ 159,265.00	$ ---
Structures	010	969,492.00	854,607.00	114,885.00	---
Traffic Signal	010	74,415.00	65,596.00	---	8,819.00
Subtotal		$ 2,387,914.00	$ 2,104,945.00	$ 274,150.00	$ 8,819.00
Reserve	010	59,225.00	52,206.00	7,019.00	---
Total		$ 2,447,139.00	$ 2,157,151.00	$ 281,169.00	$ 8,819.00

NONPARTICIPATING ITEMS

State Responsibility for Damages	All Required	$ 3,000.00

Sub. Job 010 = 0%; Sub. Job 011 = 93%; Sub. Job 080 = 0%; Sub. Job 081 = 3%
Contract No. 9965
Prefix: C009-1914 P.E.
Prefix: C09965
F00237-011(010) "F"
F00239-081(010) "F"
DDB:bkb

79105

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 3-17		County Deschutes
PROJECT REPORT NUMBER		Project Number F-4-2(19)
MODIFICATION NUMBER 2		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 85.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,086,274.00	$ 2,283,716.00
Federal funds	$ 1,839,049.00	$ 2,013,093.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of FEB, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 21, 1986

FEDERAL AID PROJECT NO. F-4-2(19)

O.B. Riley Rd.-Brosterhous Rd. (Bend) Section
The Dalles-California Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
Roadway (Sta. 741+06 thru 780+51.14 = 0+00 AH to Sta. 125+74)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Conc. Barrier Reflectorized	$ 10.00	1,075	$10,750.00	1,900	$19,000.00
Watering	10.00	400	4,000.00	700	7,000.00
3/4"-0 Aggregate Base	8.50	1,400	11,900.00	1,578	13,413.00
Conc. Inlets Type Special	4,000.00	1	4,000.00	5	20,000.00
4'x15'/20' Prestressed Beams (P.A. #3A)	1,509.60	12	18,115.20	--	--
Clearing & Grubbing (P.A. #6A)	9,500.00	--	--	100%	9,500.00
Obliteration of old Roadway (P.A. #6B)	3,000.00	--	--	100%	3,000.00
Embankment in Place (P.A. #6C)	6.75	--	--	900	6,075.00
Aggregate Base (P.A. #6D)	8.50	--	--	850	7,225.00
3/4"-0 Aggregate Base (P.A. #6E)	8.50	--	--	280	2,380.00
Class "C" AC Mix (P.A. #6F)	35.65	--	--	320	11,408.00
6-inch Sewer Service w/cleanout	15.00	--	--	85	1,275.00
Concrete Cast (P.A. #6I)	14,500.00	--	--	100%	14,500.00
Realignment of Arnold Irrig. Ditch (F.A. #4)	--	--	--	--	1,940.00

Furnish Ice Detection System (P.A. #4A)	--	--	--	--	60,000.00	
			$48,765.20		$176,716.00	
					Increase	$ 127,950.80
		Subtotal of Estimate of December 5, 1985				941,949.61
					Subtotal	$1,069,900.41
					Engineering	160,484.59
					Total	$1,230,385.00

TYPE CODE X131
TYPE CODE X081
Structures

Subtotal as on Estimate of March 19, 1985		$ 799,732.00
	Engineering	119,959.00
	Total	$ 919,691.00

TYPE CODE Y031
Traffic Signal @ Addison Street

Traffic Signal Installed Complete (P.A. #7A)	36,500.00	--	--	97%	35,405.00	
Addison St. Signal (S.F.O. #9)	--	--	--	--	29,303.70	
					$ 64,708.70	
					Subtotal	$ 64,708.70
					Engineering	9,706.30
					Total	$ 74,415.00

Length of Grade & Pave		0.495 mi.
Length of Signing Only		7.030 mi.
Length of Structures (2)	(X131-0.053 mi., X081-0.032 mi.)	0.085 mi.
TOTAL		7.610 mi.

Cost of Grade & Pave Per Mile	$2,485,626.26

Retain in Reserve

Work by Burlington Northern RR	All Required	$ 20,000.00
Work by PNB	All Required	6,000.00
Temporary Paving	All Required	2,000.00
Friction Course	All Required	10,000.00
Pressure Sewer Line Tie In & Related Costs (City of Bend)	All Required	3,500.00
Work By PP&L Co.	All Required	5,000.00
Bend (Water & Sewer)	All Required	5,000.00
	Subtotal	$ 51,500.00
	Engineering	7,725.00
	Total	$ 59,225.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$1,230,385.00	$1,084,584.00	$145,801.00	$ ---
Structures	919,691.00	810,707.00	108,984.00	---
Traffic Signal	74,415.00	65,596.00	---	8,819.00
SUBTOTAL	$2,224,491.00	$1,960,887.00	$254,785.00	$8,819.00
Reserve	59,225.00	52,206.00	7,019.00	---
TOTAL	$2,283,716.00	$2,013,093.00	$261,804.00	$8,819.00

NONPARTICIPATING ITEMS

State Responsibility for Damages	All Required	$3,000.00

Group 1: 93%; Group 8: 3%
Contract No. 9965
Prefix: 9-1914
Prefix: C09965
Appn Code: 010

F00237-011 (010) "F"
F00238-021 (141) HES
F00239-081 (010) "F"

RLC:me

9965

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	12-95
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-12-85

Form Approved: O M B No. 04-R2089

State	Oregon
County	Deschutes
Project Number	F-4-2(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,011,439	$ 2,086,274
Federal funds	$ 1,773,081	$ 1,839,049
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC, 19 85

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXy For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 5, 1985

FEDERAL AID PROJECT NO. F-4-2(19)

O.B. RILEY RD.-BROSTERHOUS RD. (BEND) SECTION
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 741+06 THRU 780+51.14 = 0+00 AH to STA. 125+74)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment in Place	$ 3.75	21,328	$ 79,980.00	30,000	$112,500.00
4'x15'/20' Prestressed Beams (PA 3A)	1,509.60	---	---	12	18,115.20
Remove Striping (PA 2A)	0.85	---	---	5,400	4,590.00
Furn. Ice Detection System (PA 4A)	72,509.80		60,000.00	96%	69,609.41
			$139,980.00		$204,814.61

Increase	$ 64,834.61
Subtotal from estimate of March 19, 1985	876,715.00
Subtotal	$ 941,549.61
Engineering	119,589.39
Total	$1,061,139.00

Length of Grade & Pave		0.495 mi.
Length of Signing Only		7.030 mi.
Length of Structures (2)	(X131-0.053 mi., X081-0.032 mi.)	0.085 mi.
TOTAL		7.610 mi.

Cost of Grade & Pave Per Mile $2,143,715.15

Retain in Reserve

Work by Burlington Northern RR	All Required	$ 20,000.00
Work by PNB	All Required	6,000.00
Ice Detection System	All Required	60,000.00
Temporary Paving	All Required	2,000.00
Friction Course	All Required	10,000.00
Pressure Sewer Line Tie In & Related Costs (City of Bend)	All Required	3,500.00

Work by PP&L co.	All Required		5,000.00
Bend (Water & Sewer)	All Required		5,000.00
		Subtotal	$ 111,500.00
		Engineering	13,937.00
		Total	$ 125,437.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,061,139.00	$ 935,394.00	$ 125,745.00
Structures	899,698.00	793,083.00	106,615.00
Subtotal	$1,960,837.00	$1,728,477.00	$ 232,360.00
Reserve	125,437.00	110,572.00	14,865.00
Total	$2,086,274.00	$1,839,049.00	$ 247,225.00

NONPARTICIPATING ITEMS

State Responsibility for Damages	All Required	$ 3,000.00
Traffic Signal @ Addison St.	All Required	57,000.00
		$ 60,000.00

Group 1: 93%; Group 8: 3%
Contract No. 9965
Prefix: 9-1914
Prefix: C09965
Appn Code: 010

9965

STATE COPY

TO BE COMPLETED BY FHWA 3-182	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY DESCHUTES PROJECT NO. F-4-2(19)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

O.B. Riley Road-Brosterhous Road (Bend)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-85	0.627
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 2,011,439.00	FEDERAL FUNDS $ 1,773,081.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~XX~~ FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By ____________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAR 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 19, 1985

FEDERAL AID PROJECT NO. F-4-2(19)

O. B. RILEY RD.-BROSTERHOUS RD. (BEND) SECTION
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE IOOO
ROADWAY (Sta. 741+06 thru 780+51.14 = 0+00 Ah to Sta. 125+74)

Mobilization	Lump Sum	94%	Lump Sum	$ 122,200.00
Temporary Protection and Direction of Traffic	Lump Sum	90%	Lump Sum	1,350.00
Temporary Signs	Sq. Ft.	381	12.00	4,572.00
Temporary Barricades	Each	18	75.00	1,350.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	1,000	10.00	10,000.00
Moving Temporary Concrete Barriers	Lin. Ft.	1,000	2.00	2,000.00
Temporary Plastic Safety Markers	Each	30	30.00	900.00
Temporary Reflective Pavement Markers	Each	230	5.00	1,150.00
Flaggers	Hour	1,980	9.00	17,820.00
Clearing and Grubbing	Lump Sum	75%	Lump Sum	31,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,000.00
Embankment in Place	Cu. Yd.	21,328	3.75	79,980.00
Trench Excavation	Cu. Yd.	365	18.00	6,570.00
Finishing Roadbed and Slopes	Lump Sum	75%	Lump Sum	1,125.00
Watering	M-Gal.	380	10.00	3,800.00
Aggregate Base	Ton	10,970	8.00	87,760.00
3/4"-0 Aggregate Base	Ton	1,400	8.50	11,900.00
Class "B" Asphalt Concrete Mixture	Ton	6,995	19.00	132,905.00
Asphalt Cement in Mixture	Ton	420	203.00	85,260.00
Hydrated Lime in Mixture	Ton	85	150.00	12,750.00
Asphalt in Tack Coat	Ton	11	170.00	1,870.00
12-inch Culvert Pipe	Lin. Ft.	210	12.00	2,520.00
18-inch Culvert Pipe	Lin. Ft.	26	18.00	468.00
12-inch Storm Sewer Pipe	Lin. Ft.	1,036	11.00	11,396.00
Pressure Sewer Connection	Lump Sum	All	Lump Sum	3,500.00
Extra for Pipe Under Pavement	Lin. Ft.	120	15.00	1,800.00
Concrete Manholes	Each	1	1,500.00	1,500.00
Concrete Inlets, Type G-1	Each	2	400.00	800.00
Concrete Inlets, Type CG-1	Each	9	450.00	4,050.00
Concrete Inlets, Type Special	Each	1	4,000.00	4,000.00

Concrete Slope Protectors	Each	1	500.00	500.00
Guard Rail, Type 1	Lin. Ft.	36	10.00	360.00
Guard Rail, Type 2A	Lin. Ft.	2,625	11.00	28,875.00
Guard Rail, Type 3	Lin. Ft.	200	26.00	5,200.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Guard Rail Anchors, Type 1 Modified	Each	2	350.00	700.00
Rail End Pieces, Type B	Each	2	60.00	120.00
Rail End Pieces, Type C	Each	6	100.00	600.00
CL-8R Chain Link Fence	Lin. Ft.	200	14.00	2,800.00
Concrete Walks	Sq. Yd.	1,760	11.00	19,360.00
Concrete Curbs	Lin. Ft.	2,850	3.50	9,975.00
Extra for Asphalt Approaches	Each	10	190.00	1,900.00
Concrete Barrier	Lin. Ft.	25	20.00	500.00
Drainage Curbs	Lin. Ft.	560	2.00	1,120.00
Adjusting	Each	3	250.00	750.00
8-inch Drain Wells, 100 Ft. Deep	Each	1	900.00	900.00
8-inch Drain Wells, Below 100 Ft. Depth	Lin. Ft.	25	10.00	250.00
8-inch Steel Well Casing	Lin. Ft.	25	7.00	175.00
Seeding, Mulching and Fertilizing	Acre	1	1,000.00	1,000.00
SIGNING				
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	1,100.00
Wood Sign Posts	Lump Sum	All	Lump Sum	2,900.00
Sign Support Footings	Lump Sum	All	Lump Sum	8,000.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	1,700.00
Breakaway Sign Posts	Lump Sum	All	Lump Sum	2,200.00
Cantilever Sign Structure, Sta. 66+80	Lump Sum	All	Lump Sum	13,150.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	5,500.00
Type "AA" Signs in Place	Sq. Ft.	350	22.00	7,700.00
Type "C" Signs in Place	Sq. Ft.	125	8.00	1,000.00
Type "D" Signs in Place	Sq. Ft.	25	6.00	150.00
Type "EE" Signs in Place	Sq. Ft.	20	11.00	220.00
Type "U" Signs in Place	Sq. Ft.	570	12.00	6,840.00
Type "V" Signs in Place	Sq. Ft.	20	11.20	230.00
Sign Illumination Equipment	Lump Sum	All	Lump Sum	7,644.00
TRAFFIC SIGNALS				
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	37,000.00
Fire Preemption System, Complete	Lump Sum	All	Lump Sum	5,600.00
				$ 826,015.00

ANTICIPATED ITEMS

Railroad Protective Cost		All Required	$ 42,000.00
Permanent Pavement Striping	(90%)	All Required	4,500.00
Temporary Erosion Control	(90%)	All Required	900.00
State Furnished Signal Program		All Required	500.00
Signal Controller Testing & Turn-On		All Required	2,800.00
			$ 50,700.00
		SUBTOTAL	$ 876,715.00
		Engineering	109,589.00
		TOTAL	$ 986,304.00

TYPE CODE X131
OREGON TRUNK, RR O'XING (Sta. #8887B)(Sta. 20+09.5 to Sta. 22+88.9)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 35,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	5,500.00
Structure Excavation	Cu. Yd.	530	4.00	2,120.00
Structure Excavation Below Elevations Shown	Cu. Yd.	50	18.00	900.00
Special Wall Backfill	Cu. Yd.	350	11.00	3,850.00
Structural Concrete, Class 3300 (395 C.Y.)	Lump Sum	All	Lump Sum	101,000.00
Structural Concrete, Class 4500 (360 C.Y.)	Lump Sum	All	Lump Sum	80,000.00
Expansion Joint, Single Strip Seal	Lin. Ft.	100	150.00	15,000.00
Reinforcement (81,300 lb.)	Lump Sum	All	Lump Sum	30,780.00
Coated Reinforcement (35,600 lb.)	Lump Sum	All	Lump Sum	20,000.00
45'/50' Type III Prestressed Beams	Each	4	4,000.00	16,000.00
50'/55' Type III Prestressed Beams	Each	8	4,500.00	36,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	370	55.00	20,350.00
Structural Steel (156,600 lb.)	Lump Sum	All	Lump Sum	160,000.00
Two Tube Steel Railing	Lin. Ft.	277	32.00	8,864.00
Three Tube Steel Railing	Lin. Ft.	289	55.00	15,895.00
Membrane Waterproofing	Sq. Yd.	1,825	6.00	10,950.00
				$ 562,209.00

TYPE CODE X081
SWALLEY CANAL BR. (Str. No. 8888A)(Sta. 10+65.40 to Sta. 12+34.57)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 19,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	5,500.00
Structure Excavation	Cu. Yd.	300	4.00	1,200.00

Structure Excavation Below Elevations Shown	Cu. Yd.	30	9.00	270.00
Special Wall Backfill	Cu. Yd.	120	12.00	1,440.00
Structural Concrete, Class 3300 (145 C.Y.)	Lump Sum	All	Lump Sum	42,000.00
Structural Concrete, Class 4500 (300 C.Y.)	Lump Sum	All	Lump Sum	38,000.00
Reinforcement (49,600 lb.)	Lump Sum	All	Lump Sum	18,700.00
Coated Reinforcement (30,400 lb.)	Lump Sum	All	Lump Sum	17,000.00
35'/40' Type III Prestressed Beams	Each	3	3,500.00	10,500.00
60'/65' Type III Prestressed Beams	Each	1	5,000.00	5,000.00
65'/70' Type III Prestressed Beams	Each	1	5,300.00	5,300.00
70'/75' Type III Prestressed Beams	Each	5	5,500.00	27,500.00
75'/80' Type III Prestressed Beams	Each	1	6,000.00	6,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	320	55.00	17,600.00
Two Tube Steel Railing	Lin. Ft.	169	32.00	5,408.00
Three Tube Steel Railing	Lin. Ft.	185	55.00	10,175.00
Membrane Waterproofing	Sq. Yd.	1,155	6.00	6,930.00
				$ 237,523.00

SUBTOTAL	$ 799,732.00
Engineering	99,966.00
TOTAL	$ 899,698.00

Length of Grade & Pave ----------------- 0.495 mile
Length of Signing Only ----------------- 7.030 miles
Length of Structures (2) --------------- 0.085 mile (X131-0.053 mi, X081-0.032 mi.)

TOTAL 7.610 miles

Cost of Grade & Pave Per Mile ---------- $1,992,533.33

RETAIN IN RESERVE

Work by Burlington Northern RR	All Required	$ 20,000.00
Work by PNB	All Required	6,000.00
Ice Detection System	All Required	60,000.00
Temporary Paving	All Required	2,000.00
Friction Course	All Required	10,000.00
Pressure Sewer Line Tie In & Related Costs (City of Bend)	All Required	3,500.00

Work by PP&L Co.	All Required	5,000.00
Bend (Water & Sewer)	All Required	5,000.00
	SUBTOTAL	$ 111,500.00
	Engineering	13,937.00
	TOTAL	$ 125,437.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$ 986,304.00	$ 869,426.00	$116,878.00
Structures	899,698.00	793,083.00	106,615.00
SUBTOTAL	$1,886,002.00	$1,662,509.00	$223,493.00
Reserve	125,437.00	110,572.00	14,865.00
TOTAL	$2,011,439.00	$1,773,081.00	$238,358.00

Group 1: 93%; Group 8: 3%
Contract No. 9965
Prefix: 9-1914
Prefix: 9-1043

NONPARTICIPATING ITEM

State Responsibility for Damages	All Required	$ 3,000.00
Traffic Signal @ Addison St.	All Required	57,000.00
	TOTAL	$ 60,000.00

WH:pf

4765

jc cc: OSHD (D. Forbes)

STATE COPY

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U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 8	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 8/30/89	REPORT MADE BY 8-3-89 Thomas P. Lowe, Area Engineer		PROJECT NO. F-4-2(19)4 and HES-4-2(14)
COMPLETION DATE (Actual) 2/28/86	ACCEPTANCE DATE BY CONRTACT AGENCY February 9, 1988	TIME ELAPSED 100 %	CONTRACT TIME 432 days
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

O. B. RILEY - S.E. BROSTERHAUS RD. (BEND) SECTION
DALLES - CALIFORNIA HIGHWAY
Grading, Paving, Structures, Signing & Signals

Project Description:

This section of highway was widened from two to four lanes. The widening involved work on three structures and an at grade intersection.

Material Quality:

FHWA did not participate in $3,360.00 worth of nonspecification base rock.

Project:

The final cost is about 2% more than the authorization of $2,431,000.

- TPL -

RECEIVED
STATE HWY ENGR
AUG 31 '89
ASSIGNED TO Husby
FOR
INFO INVES ROUGH DRAFT DIRECT REPLY SIGN ACT FILE

cy
9-15

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 8/30/89	TITLE District Engineer	DATE 8/31/89

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: June 29, 1989

In Reply Refer to
File No.:

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Kenneth E. Husby

FROM: Kenneth E. Husby, Manager
Office of Operations,
Maintenance and Construction

SUBJECT: Closing Reports
Final Report on Settlement
Contract Litigation

For your information only, I have attached copies of the final reports on settlements (closing reports) from our Attorney Generals office for the following projects:

1. O. B. Riley Road-SE Brosterhous Road, Contract No. 9965
   Douglas S. Coats, Inc. vs. State of Oregon
   Deschutes County F.A. No.: F-4-2(19) and HES-4-2(14)
2. T.V. Highway Grade Separation, Contract No. 9424
   Ross Bros., Inc. vs. State of Oregon
   Washington County State project
3. Coral Construction Co. vs. Burnley, et al
   U.S. District Court No. CV 88-255 DA
   Portland, Oregon

W

RECEIVED
STATE HWY ENGR
JUL 5 '89
ASSIGNED TO
FOR
INFO INVES ROUGH DRAFT DIRECT REPLY SIGN ACT FILE

This should close the books on these three cases.

KH:SL:sw

Attachments

cc: William F. Cloran
William Anhorn w/attach.

06273s

OREGON'S ROAD & UTILITY WORKERS

AN EQUAL OPPORTUNITY EMPLOYER

734-2023 (6-89)

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L - 9286

R -

Reported to Commission:

Name of Case: Douglas Coats, Inc. v. State DOT

Cause of Action: Breach of Contract County: Deschutes

Demands of Plaintiff: $85,188.88 plus interest

Settlement: $15,000

REMARKS:

DESCRIPTION OF CASE:

1. GENERAL DESCRIPTION OF THE CASE

On August 28, 1988, Douglas S. Coats, Inc., a highway construction contractor filed suit against the Oregon State Department of Transportation in Deschutes County Circuit Court. The suit concerned a contract to perform certain road construction work on the O.B. Riley Road-S.E. Brosterhous Road section of Highway 97, contract number 9965. The complaint alleged that certain changed and extra work ordered by the Oregon State Highway Division under the contract, due to defects in its plans and specifications, required the contractor to extend its work period from March 23, 1986 to May 23, 1986, causing the contractor to incur an additional $85,188.88 in insurance premiums. The complaint also prayed for interest at the statutory rate pursuant to ORS 279.575. On September 1, 1988, an answer was filed controverting plaintiff's claims.

William F. Cloran
Signature of Attorney

John R. McCulloch Jr.
Concurrence of Chief Counsel

cc: John R. McCulloch, Jr.
Kathleen Olson
Jock Elliott
Marilyn McHugh

2. PRESENT STATUS OF THE CASE

A settlement on all claims including interest was reached between the parties in January of 1989. Pursuant to the settlement, the State agreed to pay the sum of $15,000 in return for a dismissal of the suit with prejudice. Dismissal was accomplished February 17, 1989, and the amount due under the terms of settlement has been paid. A copy of the dismissal with prejudice is attached. This represents an end to the matter.

3. DISCUSSIONS/ISSUES OF LEGAL SIGNIFICANCE

The contract in question was issued in 1985. The years between 1984 and 1986 saw a substantial reorganization in the liability insurance industry writing coverage for contractors in the State of Oregon. Certain carriers, including one initially used upon the contract by Mr. Coats, refused to write additional coverages in Oregon. Some companies went bankrupt, others refused to do business in the state altogether. The remaining companies hiked rates substantially, in some cases by as much as 1000 percent. State regional construction engineers and project managers appeared by and large to be unaware of the potential effects of industry reorganization.

When the changes were issued on the contract in litigation, it was plain that they would occasion some amount of additional time and time extensions were granted. Coats attributed an increase in the cost of railroad insurance, which is job specific, in the amount of $5,188.88 to the time extension. Coats incorrectly attributed a general liability policy premium increase in the amount of $80,000 to the contract. The general liability policy was, in fact, spread over a number of contracts.

The State's defense to this action was based upon two grounds:

a. Lack of notice of claim under Standard Specifications for Highway Construction 109.04; and

b. That the umbrella policy premiums were simply not all attributable to the time extension on the contract in question. Concerning the first point the State's case was weak.

The State's case on the notice issue was weak for several reasons. The primary reason was that the change order itself and a continuation of a very high rate of insurance were things that were both demanded by the State in writing. The State did not inquire of the contractor as to what the cost for continuation of insurance might be, nor did it inquire if performing the changed work would require an extension of the policies. The changed work was simply ordered without regard for consideration for insurance and, upon expiration of the insurance, demand was made to continue coverage at the rates originally specified in the contract. General rules in Oregon concerning contract claims notices were considered in the case of *Schiewe v. Brady*, 46 Or App 441, 611 P2d 1184 (1980). That case held that formal notice would be required in a situation where the facts and circumstances gave rise to actual notice, or defective formal notice was attempted and the opposing party was not prejudiced. While the language of 109.04 concerning notice is strong, the contractor had a very good argument that the State knew or should have known that performance of the change demanded would require incurring extra expense for insurance and that the demand by the engineer to renew the policies was, in fact, a direction to do so carrying with it a promise to pay any otherwise uncompensated expense incurred.

At the time the contract was entered into, neither party could reasonably have anticipated the rise in insurance rates which in fact took place. Under such circumstances Oregon courts have held that the amount of compensation set out in the contract, whether in unit prices or in a price agreement preceding knowledge of the price impact of the event, is not controlling. *See* *General Construction v. Oregon State Fish Commission*, 26 Or App 577, 581, 582, 554 P2d 185 (1976).

Discovery was undertaken cooperatively between the parties. It soon became plain that the State's contention that the increase in premium for the umbrella policy was not solely due to the contracted issue in this litigation was correct. The parties then undertook to determine a formula for appropriately apportioning the premium. The State suggested apportioning the premium on the basis of the apportioned value of all contracts entered into by Coats during the applicable premium period. Coats countered with a suggestion that the policy be pro-rated according to the amount of insurance required upon each contract. The State's apportionment led to a premium amount of something in the vicinity of $4,600 to be due to Coats for the umbrella policy. Added to the cost of the railroad coverage, this resulted in a total amount approaching $10,000. The formula proposed by Coats resulted in an amount including the railroad policy and exclusive of interest in the vicinity of $26,000. After discussions with the Highway Division concerning litigation costs and interest to date under ORS 279.575, a decision was made to authorize us to offer the sum of $15,000 and settlement of all claims, including interest. The offer was accepted by the plaintiff. The payment has been made and the case has been dismissed.

4. LESSONS LEARNED/SIGNIFICANT ISSUES

This claim appeared to come as a surprise to the project staff. It also appeared to be no less of a surprise to the contractor. It appeared that neither party had been kept reasonably well informed about fluctuations in the insurance market and the effect of those fluctuations upon an ongoing contract. Some recent studies indicate that the cost of insurance as a component of overall construction contracts, runs somewhere in the vicinity of 1 - 1 1/2 percent on larger contracts to 3 percent on smaller contracts. Job specific insurance or specific risk insurance like railroad insurance ups the percentage. Nonetheless, a belief has grown up that ordinary percentage amounts allowed for GNA or amounts allowed for indirect costs under provisions like Standard Specification 109.07 provide adequately for the cost of insurance and that the cost is a negligible portion of extra or changed work. Like many rubrics, this is something which is generally true but may not prove true in a specific instance. To avoid surprises one must be sufficiently familiar with trends in the industry regarding the costs of bonds and insurance. This was a case that was an exception to the rule. Both contractor and state personnel were caught unaware by the fantastic inflation in premium costs over a very short period. It also appeared, as we got into discovery, that neither state nor contractor personnel knew exactly what was going on with the contractor's insurance. Keith Ayers, a paralegal in this office, charted the contractor's insurance coverage. The chart reveals substantial gaps previously unknown to both contractor and the State which represented periods when the contractor was underinsured. It also appeared that the insurance amounts demanded of the contractor had very little to do with the State's actual risk exposure and that no one had any idea how coverages would be affected by extra work or time extensions. The nasty surprise received by all concerned in this case can be avoided only if those responsible for the administration of contracts become aware of the likely cost impact of decisions.

It also became plain through discovery that insurance agents drastically adjust coverages during the life of a contract without an adequate understanding of the adjustment on the part of the contract or client. The client is unable due to the lack of understanding to convey what has occurred to the state officials responsible. The State may incur some liability to third parties injured by the contractor if the insurance in force proves not to meet contract requirements.

See Brennen v. City of Eugene, 285 Or 401, 591 P2d 719 (1978) for an example of a situation in which the City of Eugene was held liable for failure to assure that a taxi cab licensee maintained adequate insurance coverage.

5. CONCLUSION

This case properly fits in the category of "nasty surprises." It might have been avoided had either the contractor or state personnel been aware of the likely impact in fluctuation insurance premiums and the implication of contract changes and extra work order with regard to them. The lesson was inexpensive and the settlement resolution was favorable to the State. However, discovery pointed out some serious organizational weaknesses with regard to the understanding and monitoring of insurance in OSHD. These organizational weaknesses may have more serious consequences, either in terms of contract claims, or a la Brennen v. City of Eugene in a tort case.

WC/wjp
2324T
cc: Cindy Carter
Bob Muir
Bryant Jackmond

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
9965

DATE: May 8, 1989

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Kenneth E. Husby

FROM: Kenneth E. Husby, Manager
Office of Operations

SUBJECT: Transmittal of Litigation Settlement
O. B. Riley Road-SE Brosterhaus Road
Douglas S. Coats, Inc vs State of Oregon
Deschutes County Circuit Court No. 88 CD 0300 TM
Contract No. 9965
Price Agreement No. 36
FAP No. F-4-2(19) and HES-4-2(14)

Attached is Price Agreement No. 36 for $15,000 for settlement of all claims and filed litigation by Douglas S. Coats, Inc. for the above referenced project. A brief explanation of the contractor's claim, our findings, and the resolution follows:

CLAIM

The contractor claims that he was required by the State to carry two types of insurance coverage beyond the contract completion date due to the State adding extra work and time to the contract. These insurance policies were a requirement when the contractor was working on or near the railroad overcrossing.

The contractor is requesting a return of his paid premium of $5,188.88 for a railroad protective liability policy in the amount of $2,000,000 (single)/$6,000,000 (aggregate). He is also requesting a return of his paid premium of $80,000 for an excess (umbrella) liability policy in the amount of $2,000,000 (single)/$6,000,000 (aggregate) or $5,000,000 (aggregate) more than is normally required.

The total claim for both insurance premiums is $85,188.88. The contractor filed suit for this amount in Deschutes County on August [illegible] 1988.

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FOR
ACT FILE

FINDINGS

Upon a review of the project records, the State found that it had, in fact, extended the completion date and required the extended insurance coverages due to added extra work at the State's request.

The railroad protective liability policy is a one time, short duration, "job" specific policy and therefore the State does have an obligation to reimburse the contractor for these added costs.

The excess liability policy is only required when working on or around the railroad in addition to the above mentioned railroad protective liability policy. This policy is not "job" specific and can be applied for its duration to any number of the contractor's projects requiring additional liability insurance due to railroad work.

The allocation of the premium costs to each project is a complex issue in that the premium rating structure is based on the contractor's gross receipts for a period of one year. The contractor was working on two other projects requiring this type of coverage at various times during the policy period.

The total contract payments made to the three projects is $2,703,080 for the period of extended work on this contract. The contract payments made during the same period to this contract is $378,601. By using a ratio of these above figures times the premium cost of $80,000, the allowable premium cost to this contract is $11,205 ($378,601/$2,703,080 x $80,000 = $11,205).

The State recognizes some financial responsibility in the $80,000 premium for extending this excess liability policy to the revised completion date of the work which ended a few months before the policy expiration date.

RESOLUTION

The State and the contractor's representatives negotiated a settlement agreement in the amount of $15,000 which includes any interest monies due per ORS 279.575. The State has recognized liabilities for $5,188.88 and $11,205.00 for a total of $16,393.88. Therefore, we have determined it to be in the public's best interest to settle this complaint for $15,000. The order for dismissal and closing report from our legal staff is enclosed for your information.

Your concurrence is requested with federal participation in this settlement in the amount of $13,222.50 or 88.15 percent.

Please contact Steve Littrell of this office if you should need additional information.

KEH:SJL:mk

Attach.

cc: ✓Bill Anhorn w/attach.
Dale Allen w/attach.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

011

PROJECT NAME (SECTION) O.B. Riley Rd. - S.E. Brosterhous Rd.		CONTRACT NO. 9965
HIGHWAY The Dalles - California	COUNTY Deschutes	
CONTRACTOR'S NAME AND ADDRESS Douglas S. Coats P.O. Box 5459 Bend OR 97708-5459		F. A. PROJECT NO. F-4-2 (19) & HES-4-2 (14) PRICE AGREEMENT NO. 36

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Payment in full to cover all claims plus interest for the subject project.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
4036	Claim Settlement	All	Lump Sum	15, 000.00	$15,000.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 15,000.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

This Price Agreement will be full compensation for all claims plus interest, ~~if any,~~ connected with the subject project.

- INTEREST INCLUDED AS PER ORS 279.575 ¢

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Unilateral (CONTRACTOR) 2/13/89 (DATE)

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE 13 Feb 89

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION DATE 2/13/89

~~NOTED OR~~ APPROVED BY CONSTRUCTION DATE 2-14-89

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): O. B. Riley Rd. - S. E. Brosterhous Rd.

CONTRACT NO.: 9965

HIGHWAY: The Dalles - California

COUNTY: Deschutes

NET EFFECT OF ORDER ON PROJECT INCREASE ~~DECREASE~~: $ 15,000.00

PROJECT AUTHORIZATION: $ 2,156,252.63

EST. PROJECT COST WITH ORDER: $ 2,285,848.00

OVERRUN: 6 %

F.A. PROJECT NO.: F-4-2(19) & HES-4-2(14)

ESTIMATED STARTING DATE* OR DATE WORK WAS STARTED*

WORK OR CHANGE IS SUBSTANTIAL? ☐ YES ☐ NO

TO ACCOMPANY (ORDER TYPE AND NUMBER): PA #36

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) — DATE: 13FEB89 — FOR: ☐ REVIEW ☐ APPROVAL

SUBMITTED TO CONSTRUCTION BY REGION (SIGN) — DATE: 2/13/89 — FOR: ☐ REVIEW ☒ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH —

BY DATE

BY DATE

BY DATE

BY DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM* —

BY DATE

BY DATE

BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA —

BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM —

BY DATE

FOR "PRICE AGREEMENTS" THAT CHANGE A CONTRACT PRICE OR DETERMINE A NEW PRICE —

"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES

"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section):

BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section):

BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

☐ CONTINUED ON ADDITIONAL SHEET(S)

* EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1882 (REV. 10-85)

Submit Original to Construction Section

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 5309, BEND, OREGON 97708

In Reply Refer to
File No.:

FAX COVER LETTER

TO: Douglas S. Coats
FAX # 407-330-0026

FROM: Jerry C. Thackery
Oregon State Highway
FAX # 503-388-6022

Doug,

Find attached 1 copy of Price Agreement #36 for your review and signature.

While the FAX copy with your signature will show your intent, it will not be an original signature. Therefore, we have made this ~~Purchase~~ Price Agreement unilateral to expedite processing.

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) O.B. Riley Rd. - S.E. Brosterhous Rd.		CONTRACT NO. 9965
HIGHWAY The Dalles - California	COUNTY Deschutes	
CONTRACTOR'S NAME AND ADDRESS Douglas S. Coats P.O. Box 5459 Bend OR 97708-5459		F. A. PROJECT NO. F-4-2 (19) & HES-4-2 (14) PRICE AGREEMENT NO. 36

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Douglas S Coats

SIGNED: Unilateral 2/13/89
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE

DAVE FROHNMAYER
ATTORNEY GENERAL

JAMES E. MOUNTAIN, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

February 17, 1989

Arnold L. Gray
Weiss, DesCamp & Botteri, P.C.
2300 U.S. Bancorp Tower
111 S.W. Fifth Avenue
Portland, OR 97204

Re: Coats v. State of Oregon
Deschutes County Circuit Court No. 88CD0300TM

Dear Arnie:

Enclosed is a check in the sum of $15,000 made out to your firm in trust for Douglas S. Coats as directed in your letter of February 8, 1989. The sum includes interest under ORS 279.575. I understand that you will dismiss the suit with prejudice pursuant to ORCP Rule 54. The combination of the price agreement, our letters and the dismissal order is sufficient that no additional release is required.

I appreciate your agreement to do discovery informally in this case. I believe it saved both clients a good deal of money and aggravation and fostered an attitude which made settlement possible.

Very truly yours,

William F. Cloran
William F. Cloran
Attorney in Charge
Contracts Section

WFC/wjp
0151T

Enclosure

cc: Bryant Jackmond
Cindy Carter

[✓ CE] dH CAE J
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IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

DOUGLAS COATS, INC., an
Oregon corporation

Plaintiff,

vs.

STATE OF OREGON, DEPARTMENT
OF TRANSPORTATION,

Defendant.

Case No. 88-CV-0300-TM

ORDER OF DISMISSAL

WHEREAS, the Clerk of the above-named court gave notice to all attorneys appearing in the above-entitled case that the above-entitled case would be dismissed by the Court for want of prosecution on the 18th day of March, 1989 unless before such date application be made to the Court and good cause shown why it should be continued as a pending case, and

WHEREAS, before said date no cause was shown for the continuance of the case,

NOW, THEREFORE, IT IS HEREBY ORDERED that said case be and the same is hereby dismissed, without prejudice.

DATED this 17 day of March, 1989

Thomas M. Mosgrove
Circuit Judge

c: Aronld Gray
William Cloran

One and Final - ORDER OF DISMISSAL

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CLOSING REPORT

DATE: April 28, 1989

Douglas S. Coats, Inc. v. ODOT
Deschutes County Circuit Court No. 88CD-0300TM
DOJ File No.: 734-980-L-9286

1. GENERAL DESCRIPTION OF THE CASE

On August 28, 1988, Douglas S. Coats, Inc., a highway construction contractor filed suit against the Oregon State Department of Transportation in Deschutes County Circuit Court. The suit concerned a contract to perform certain road construction work on the O.B. Riley Road-S.E. Brosterhous Road section of Highway 97, contract number 9965. The complaint alleged that certain changed and extra work ordered by the Oregon State Highway Division under the contract, due to defects in its plans and specifications, required the contractor to extend its work period from March 23, 1986 to May 23, 1986, causing the contractor to incur an additional $85,188.88 in insurance premiums. The complaint also prayed for interest at the statutory rate pursuant to ORS 279.575. On September 1, 1988, an answer was filed controverting plaintiff's claims.

2. PRESENT STATUS OF THE CASE

A settlement on all claims including interest was reached between the parties in January of 1989. Pursuant to the settlement, the State agreed to pay the sum of $15,000 in return for a dismissal of the suit with prejudice. Dismissal was accomplished February 17, 1989, and the amount due under the terms of settlement has been paid. A copy of the dismissal with prejudice is attached. This represents an end to the matter.

3. DISCUSSIONS/ISSUES OF LEGAL SIGNIFICANCE

The contract in question was issued in 1985. The years between 1984 and 1986 saw a substantial reorganization in the liability insurance industry writing coverage for contractors in the State of Oregon. Certain carriers, including one initially used upon the contract by Mr. Coats, refused to write additional coverages in Oregon. Some companies went bankrupt, others refused to do business in the state altogether. The remaining companies hiked rates substantially, in some cases by as much as 1000 percent. State regional construction engineers and project managers appeared by and large to be unaware of the potential effects of industry reorganization.

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When the changes were issued on the contract in litigation, it was plain that they would occasion some amount of additional time and time extensions were granted. Coats attributed an increase in the cost of railroad insurance, which is job specific, in the amount of $5,188.88 to the time extension. Coats incorrectly attributed a general liability policy premium increase in the amount of $80,000 to the contract. The general liability policy was, in fact, spread over a number of contracts.

The State's defense to this action was based upon two grounds:

a. Lack of notice of claim under Standard Specifications for Highway Construction 109.04; and

b. That the umbrella policy premiums were simply not all attributable to the time extension on the contract in question. Concerning the first point the State's case was weak.

The State's case on the notice issue was weak for several reasons. The primary reason was that the change order itself and a continuation of a very high rate of insurance were things that were both demanded by the State in writing. The State did not inquire of the contractor as to what the cost for continuation of insurance might be, nor did it inquire if performing the changed work would require an extension of the policies. The changed work was simply ordered without regard for consideration for insurance and, upon expiration of the insurance, demand was made to continue coverage at the rates originally specified in the contract. General rules in Oregon concerning contract claims notices were considered in the case of Schiewe v. Brady, 46 Or App 441, 611 P2d 1184 (1980). That case held that formal notice would be required in a situation where the facts and circumstances gave rise to actual notice, or defective formal notice was attempted and the opposing party was not prejudiced. While the language of 109.04 concerning notice is strong, the contractor had a very good argument that the State knew or should have known that performance of the change demanded would require incurring extra expense for insurance and that the demand by the engineer to renew the policies was, in fact, a direction to do so carrying with it a promise to pay any otherwise uncompensated expense incurred.

At the time the contract was entered into, neither party could reasonably have anticipated the rise in insurance rates which in fact took place. Under such circumstances Oregon courts have held that the amount of compensation set out in the contract, whether in unit prices or in a price agreement preceding knowledge of the price impact of the event, is not controlling. *See General Construction v. Oregon State Fish Commission*, 26 Or App 577, 581, 582, 554 P2d 185 (1976).

Discovery was undertaken cooperatively between the parties. It soon became plain that the State's contention that the increase in premium for the umbrella policy was not solely due to the contracted issue in this litigation was correct. The parties then undertook to determine a formula for appropriately apportioning the premium. The State suggested apportioning the premium on the basis of the apportioned value of all contracts entered into by Coats during the applicable premium period. Coats countered with a suggestion that the policy be pro-rated according to the amount of insurance required upon each contract. The State's apportionment led to a premium amount of something in the vicinity of $4,600 to be due to Coats for the umbrella policy. Added to the cost of the railroad coverage, this resulted in a total amount approaching $10,000. The formula proposed by Coats resulted in an amount including the railroad policy and exclusive of interest in the vicinity of $26,000. After discussions with the Highway Division concerning litigation costs and interest to date under ORS 279.575, a decision was made to authorize us to offer the sum of $15,000 and settlement of all claims, including interest. The offer was accepted by the plaintiff. The payment has been made and the case has been dismissed.

4. LESSONS LEARNED/SIGNIFICANT ISSUES

This claim appeared to come as a surprise to the project staff. It also appeared to be no less of a surprise to the contractor. It appeared that neither party had been kept reasonably well informed about fluctuations in the insurance market and the effect of those fluctuations upon an ongoing contract. Some recent studies indicate that the cost of insurance as a component of overall construction contracts, runs somewhere in the vicinity of 1 - 1 1/2 percent on larger contracts to 3 percent on smaller contracts. Job specific insurance or specific risk insurance like railroad insurance ups the percentage. Nonetheless, a belief has grown up that ordinary percentage amounts allowed for GNA or amounts allowed for indirect costs under provisions like Standard Specification 109.07 provide adequately for the cost of insurance and that the cost is a negligible portion of extra or changed work. Like many rubrics, this is something which is generally true but may not prove true in a specific instance. To avoid surprises one must be sufficiently familiar with trends in the industry regarding the costs of bonds and insurance. This was a case that was an exception to the rule. Both contractor and state personnel were caught unaware by the fantastic inflation in premium costs over a very short period. It also appeared, as we got into discovery, that neither state nor contractor personnel knew exactly what was going on with the contractor's insurance. Keith Ayers, a paralegal in this office, charted the contractor's insurance coverage. The chart reveals substantial gaps previously unknown to both contractor and the State which represented periods when the contractor was underinsured. It also appeared that the insurance amounts demanded of the contractor had very little to do with the State's actual risk exposure and that no one had any idea how coverages would be affected by extra work or time extensions. The nasty surprise received by all concerned in this case can be avoided only if those responsible for the administration of contracts become aware of the likely cost impact of decisions.

It also became plain through discovery that insurance agents drastically adjust coverages during the life of a contract without an adequate understanding of the adjustment on the part of the contract or client. The client is unable due to the lack of understanding to convey what has occurred to the state officials responsible. The State may incur some liability to third parties injured by the contractor if the insurance in force proves not to meet contract requirements. See Brennen v. City of Eugene, 285 Or 401, 591 P2d 719 (1978) for an example of a situation in which the City of Eugene was held liable for failure to assure that a taxi cab licensee maintained adequate insurance coverage.

5. CONCLUSION

This case properly fits in the category of "nasty surprises." It might have been avoided had either the contractor or state personnel been aware of the likely impact in fluctuation insurance premiums and the implication of contract changes and extra work order with regard to them. The lesson was inexpensive and the settlement resolution was favorable to the State. However, discovery pointed out some serious organizational weaknesses with regard to the understanding and monitoring of insurance in OSHD. These organizational weaknesses may have more serious consequences, either in terms of contract claims, or a la Brennen v. City of Eugene in a tort case.

WC/wjp
2324T
cc: John R. McCulloch, Jr.
Cindy Carter
Bob Muir
Bryant Jackmond
Nita Leierer
Robert Hensel

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5
9965

TO: Fran Neavoll
Commission Services

DATE: March 3, 1989

FROM: Steve Littrell
Contract Claims Coordinator

SUBJECT: Settled Litigation
O. B. Riley Rd.-SE Brosterhous Rd.
Douglas S. Coats vs State of Oregon
Deschutes County Circuit Court Number 88CD0300TM
Contract No. 9965
FAP No. F-4-2(19) and HES-4-2(14)

This memo is written to inform you that the above litigation has been settled. I am returning the documents we previously requested of you.

These records may now be disposed of in the normal fashion. Thank you for your cooperation and assistance in this matter.

SL:mk

Encl.

cc: William Anhorn
Dale Allen
Jerry Thackery

03021m

Copy of contract returned to Fran Weaver

RECEIVED
MAR 6 1989
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

At the 1987 Legislative Session, the Highway Division introduced legislation which ultimately led to the repeal of on-premise sign control statutes from the Motorist Information Act. Since statutory authority for the administrative rules which supported on-premise sign control statutes was lost, the administrative rules were repealed. A portion of these administrative rules defined "premises" and this definition is considered the foundation on which sign control statutes and rules are based.

The proposed rule was published in the Secretary of State's Administrative Rule Bulletin on February 1, 1988, and received no objection.

("Permit Rule No. 57" on file in Commission's files, Salem. The rule will be filed with the Secretary of State on March 25, 1988, and effective upon filing. The rule will also be published in their Administrative Rule Bulletin on April 15, 1988.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission	Exhibit A
State Highway Engineer	Exhibit B
Assistant State Highway Engineer	Exhibit C
Right of Way Manager	Exhibit D
Parks Administrator	Exhibit E
Motor Vehicles Administrator	Exhibit F
Chief Counsel	Exhibit G
Highway Controller	Exhibit H

The Commission unanimously confirmed their next meeting date of April 19, 1988, in Portland at 9 a.m., with a dinner the preceding evening. Two workshops were scheduled beginning at 10 a.m., on April 18, 1988, at the Red Lion Motor Inn, 310 S. W. Lincoln Street, Portland, to discuss the Six-Year Highway Improvement Program and the budget. He reminded the Commission of the May 6 Transportation Futures Conference in Portland.

A tentative date for the following meeting was set by the Commission for May 16 and 17, 1988, in Salem. Mr. Potter suggested reserving the afternoon of May 16 or the evening for a follow-up discussion as a result of the Futures Conference.

EXHIBIT C

MINUTES OF 3/15/88

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY

ASSISTANT STATE HIGHWAY ENGINEER

On behalf of the Commission and under delegated authority, the following contracts were accepted as being completed according to specifications:

Contractor and Contract No.	Section and County	Acceptance Date
Alpine Engineering Contract No. 10121	Pudding Rv. (119th Av.) Bridge Marion County	Jan. 5, 1988
Baker Rock Crushing Co. Contract No. 9846	E. Main St.-ECL (Hillsboro) Washington County	Jan. 11, 1988
Dan Obrist Trucking and Excavating Contract No. 10467	SE Foster Rd.-SE McKinley Rd. (Portland) Multnomah County	Jan. 20, 1988
Mocon Corporation Contract No. 10040	SE Sunnyside Road at SE 82nd Avenue Clackamas County	Jan. 29, 1988
Seubert Excavators, Inc. Contract No. 10114	Forest Boundary-MP 25.83 Wallowa County	Jan. 29, 1988
K-2 Construction Co. Contract No. 10338	Mill Cr. (W 9th St.) Br. Wasco County	Feb. 1, 1988
Columbia Pacific Constr. Co. Contract No. 10319	NW Cornell Rd. at NW 29th Multnomah County	Feb. 1, 1988
Gervais Construction, Inc. Contract No. 10134	NW Glison St.-NW Couch St. Multnomah County	Feb. 1, 1988
Morse Bros. Contract No. 10136	Burnt Woods-Dudlee Hill Lincoln and Benton Counties	Feb. 1, 1988
K. F. Jacobsen & Co., Inc. Contract No. 10128	Tualatin Valley Hwy. at SW 185th Avenue Washington County	Feb. 1, 1988
R. L. Coats Contract No. 10444	Mt. Vernon-John Day (East Unit) Grant County	Feb. 2, 1988
K-2 Construction Co. Contract No. 10414	John's District (John's Dist. Rd.) Bridge Columbia County	Feb. 2, 1988

EXHIBIT C
MINUTES OF 3/15/88

Report of Action Under Delegated Authority
By Assistant State Highway Engineer
Page 2

Dennis Snyder Contractors Contract No. 10413	Slide Correction MP 15.5 and MP 19.9 Clatsop County	Feb. 2, 1988
Douglas S. Coats, Inc. Contract No. 10390	Willow Cr. (Cecil Rd.) Br. Morrow County	Feb. 2, 1988
J. C. Compton Contr., Inc. Contract No. 10431	Bullock Br.-East BLM Road Douglas County	Feb. 2, 1988
Mocon Corporation Contract No. 10480	Heceta St. (Hammond)-NW 14th (Warrenton) Clatsop County	Feb. 3, 1988
Heil Electric Co. Contract No. 10458	Traffic Loop Repair Proj. (Unit 1) Clack. and Mult. Counties	Feb. 3, 1988
Elting, Inc. Contract No. 10506	Wonderly Rd.-Longview Br. Interchange Columbia County	Feb. 3, 1988
R. A. Hatch Co. and Gaynetco, Inc. Contract No. 9877	Linn/Lane County Line-California State Line Lane, Jackson, Douglas, and Josephine Counties	Feb. 8, 1988
Douglas S. Coats Contract No. 9965	O. B. Riley Road-SE Brosterhous Rd./Arnold Ditch Structure Deschutes County	Feb. 9, 1988
EMW Construction Co. Contract No. 10315	Willow Cr. (Hunter) Br. Morrow County	Feb. 9, 1988
Donald W. Thompson, Inc. Contract No. 10059	Umpqua Rv. (Bullock Rd.) Bridge Douglas County	Feb. 9, 1988
Johnson Rock Products, Inc. Contract No. 10415	Oregon Coast Highway at Oregon Avenue (Bandon) Coos County	Feb. 10, 1988
J. C. Compton Contr., Inc. Contract No. 10445	Gap Ranch-Riley Harney County	Feb. 10, 1988

EXHIBIT C
MINUTES OF 3/15/88

Report of Action Under Delegated Authority
By Assistant State Highway Engineer
Page 3

R & R K Wasco, Inc. Contract No. 10456	N. Fork Burnt River (MP 1.69) Bridge Baker County	Feb. 10, 1988
Oceanlake Paving Co. Contract No. 10466	NW 31st Pl.-NW 25th St. Lincoln County	Feb. 10, 1988
Baker Rock Crushing Co. Contract No. 10486	Farmington Hwy. @ Rood Br. Washington County	Feb. 10, 1988
Fabricators, Inc. Contract No. 9736	Otis Jct.-Polk Co. Line Tillamook County	Feb. 11, 1988
Weaver Construction Co. Contract No. 9932	I.O.N. Highway Bridges Malheur County	Feb. 11, 1988
Dewitt Construction, Inc. Contract No. 10392	Alsea River Bridge Lincoln County	Feb. 11, 1988
Linnco Electric Co. Contract No. 10406	Oregon Coast Highway at Bay Street (Depot Bay) Lincoln County	Feb. 11, 1988
Kiewit Pacific Co. Contract No. 9950	N. Jefferson Interchange- Albany Interchange Marion and Linn Counties	Feb. 12, 1988
Benton Electric, Inc. Contract No. 10370	Oregon Coast Highway at S. First Street Lincoln County	Feb. 16, 1988
M. C. Lininger and Sons Contract No. 10264	Rogue Valley Hwy.-4th St. Jackson County	Feb. 16, 1988
Meridian Rock, Inc. Contract No. 10092	Tiller-Trail Hwy. Slide at MP 45 Jackson County	Feb. 16, 1988
Cherry City Electric, Inc. Contract No. 10409	Monmouth-Independence Hwy. at Gun Club Road Polk County	Feb. 18, 1988
Kasler Corporation Contract No. 9809	N. Powder-Baldock Slough Baker County	Feb. 19, 1988

EXHIBIT C
MINUTES OF 3/15/88

Oregon Asphaltic Paving Co. Contract No. 10383	SE 182nd Avenue-Birdsdale Avenue (Gresham) Multnomah County	Feb. 23, 1988
Kip Construction Co. Contract No. 10481	Silk Creek Bridge Lane County	Feb. 23, 1988
D & D Paving Co. Contract No. 10394	Market St. SE at 17th St. Marion County	Feb. 24, 1988
Copeland Paving, Inc. Contract No. 10418	Ninth St.-Candy Lane Josephine County	Feb. 24, 1988

Expenditure Recap

	Above Projects	FY to Date
Original Authorization	$46,077,473.17	$106,732,677.24
Anticipated Costs	$47,124,638.55	$113,254,681.06
Percentage Overrun (Underrun)	+2.3%	+6.1%

February 25, 1988

W. E. Schwartz, P.E.
Asst. State Highway Engineer

BLW:mk

CPC/FL6

Chairman Yturri opened the meeting by saying the Commission was pleased to be in Tillamook for their March meeting and he thanked Lillianne Voetberg, Executive Director of the Tillamook County Chamber of Commerce, for the invitation. Mr. Miller expressed the staff's appreciation for their hospitality on the tour and at the dinner.

The Commission unanimously approved the following items on the consent calendar:

1) Minutes of the Commission meeting of February 18, 1986.

2) Adopted resolution declaring necessity of certain real property for public purposes and authorized condemnation. ("Real Property Condemnation Resolution No. 2771" on file in Commission's files, Salem.)

3) Authorized increases in project authorizations on the following contracts:

    a) Contract No. 10,048, Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County, in the amount of $262,500 (12% increase).

    b) Contract No. 9965, O.B. Riley Road-S.E. Brosterhous Road (Bend) and Arnold Ditch Structures Section, The Dalles-California Highway, Deschutes County, in the amount of $275,000 (13% increase).

    c) Contract No. 9901, N.E. Union Avenue-N. Marine Drive (Portland) Section, Vancouver Way, Multnomah County, in the amount of $192,900 (7% increase).

    d) Contract No. 9861, S.E. 6th Avenue-S.W. 4th Avenue (Portland) Connector Section, SW Broadway, in Multnomah County, in the amount of $61,000 (7% increase).

4) Authorized proceeding with selection of consultant services to perform field survey and monumentation work on a section of S.E. Powell Boulevard from S.E. 52nd Avenue to S.E. 92nd Avenue in Portland at an estimated cost of $24,000. (Authorized State Highway Engineer to sign contract.)

5) 1986 Oregon Rail Plan for submission to the Federal Railroad Administration. The Rail Plan is a continuing obligation incurred by the Department under the Federal Railroad Administration's Local Rail Service Assistance Program. Included in the Rail Plan are two projects dealing with rehabilitation of the Lakeview Railroad and

C9965
From Commission Services
Recvd 10-24-88

9) Printing and distribution of the State High Engineer's Fiscal Year 1984 Annual Report t Transportation Commission. (Copy in Commiss files, Salem.)

10) Amendment to a personal services contract f sultant services to accomplish certain elements of the State Continuous Aviation System Planning Program. The amendment is for an amount not to exceed $57,000 and for a period not to exceed seven months. Granted authority for Aeronautics Administrator to negotiate and execute the amendment.

11) Personal services contract for consultant services to provide aerial photography and related services for highway programs for the next biennium. Cost estimated at $75,000. Authorized State Highway Engineer to sign the necessary contracts on behalf of Commission.

12) Advertising, soliciting bids and entering into a new personal sevices contract for temporary office services during fiscal year 1986 (July 1, 1985, through June 30, 1986) in the amount of $60,000. (Authorized the Director to sign contract.)

Written delegated authority reports had been mailed to the Commission prior to the meeting. These reports show the action taken by the following officials on behalf of the Commission pursuant to its duly adopted delegation orders. (Exhibits are in the Commission files in Salem.)

Chairman of Commission	Exhibit A
Vice Chairman of Commission	Exhibit B
Director of Transportation	Exhibit C
State Highway Engineer	Exhibit D
Assistant State Highway Engineer	Exhibit E
Right of Way Manager	Exhibit F
Parks Administrator	Exhibit G
Aeronautics Administrator	Exhibit H
Chief Counsel	Exhibit I
Highway Controller	Exhibit J

Mr. Miller recalled the discussions last month with the Commission concerning the Motor Vehicles Division headquarters and/or lease extension or purchase of the present site. He said the Capitol Planning Commission has a policy to locate major state agency headquarters on the Capitol Mall. He said one of the options is to purchase the present site and dispose of it later if that proves to be cost effective. Another option is to construct a

EXHIBIT A
MINUTES OF 4-17-85

REPORT OF CONFIRMATION OF ACTION TAKEN UNDER DELEGATED AUTHORITY

No. 1 Project Willamette River (Ellsworth St.) Bridge (Contract No. 9963)
Type of Work Maintenance Painting F.A. Proj. No. State
County Benton-Linn Highway Albany-Corvallis
No. of Bidders 7 Low Bidder Lundeen Coatings Corporation, Fontana, CA
Low Bid $431,296.00
Engineer's Recommendation: Award to low bidder.

No. 2 Project Mt. Hood Hwy. @ Ruben Lane (Sandy) Section (Contract No. 9964)
Type of Work Traffic Signals F.A. Proj. No. State (By Others)
County Clackamas Highway Mt. Hood
No. of Bidders 9 Low Bidder Schoolhouse R Electric, Ashland
Low Bid $58,847.00
Engineer's Recommendation: Award to low bidder subject to deposit by Picking Development Company.

No. 3 Project O.B. Riley Rd.-S.E. Brosterhous Road (Bend) & Arnold Ditch Structure (Contract No. 9965)
Type of Work Grading, Paving, Structures Signing & Signals F.A. Proj. No. F-4-2(19) & HES-4-2(14)
County Deschutes Highway The Dalles-California
No. of Bidders 7 Low Bidder Douglas S. Coats, Inc., Bend
Low Bid $1,693,869.00
Engineer's Recommendation: Award to low DBE/WBE responsive bidder subject to concurrence of the FHWA.

2nd Bidder:	Donald W. Thompson, Inc.	$1,832,793.20
3rd Bidder:	Weaver Construction Company	$1,926,494.80

Bids have been verified

APPROVED BY CHAIRMAN
ANTHONY YTURRI
DATE 3-6-85

EXHIBIT A
MINUTES OF 4-17-85

No. 4 Project Austin Rock Production Project (Contract No. 9966)
Type of Work Rock Production F.A. Proj. No. State
County Grant Highway John Day
No. of Bidders 3 Low Bidder R.J. Taggart Construction Co., Inc.
Low Bid $139,947.50
Engineer's Recommendation: Award to low bidder.

No. 5 Project Bly Rock Production (Contract No. 9967)
Type of Work Rock Production F.A. Proj. No. State
County Klamath Highway Klamath Falls-Lakeview
No. of Bidders 4 Low Bidder Bob Angell, Inc., Eastside
Low Bid $232,340.00
Engineer's Recommendation: Award to low bidder. (See Chairman Yturri's action of March 21, 1985, rejecting this bid. Report signed on April 5, 1985. Page 6090)

No. 6 Project Drews Reservoir Rock Production (Contract No. 9968)
Type of Work Rock Production F.A. Proj. No. State
County Lake Highway Klamath Falls-Lakeview
No. of Bidders 3 Low Bidder Fisher Land Company, dba Oakridge Sand & Gravel Oakridge
Low Bid $108,430.00
Engineer's Recommendation: Award to low bidder.

Bids have been verified

APPROVED BY CHAIRMAN
ANTHONY YTURRI
DATE 3-6-85

EXHIBIT A
MINUTES OF 4-17-85

No. 7 Project Juntura Rock Production Project
Type of Work Rock Production F.A. Proj. No. State (Contract No. 9969)
County Malheur Highway Central Oregon
No. of Bidders 5 Low Bidder Ontario Asphalt & Concrete, Inc., Ontario
Low Bid $111,000.00
Engineer's Recommendation: Award to low bidder.

No. 8 Project Owyhee River Bridge Section
Type of Work Grading, Paving & Structure F.A. Proj. No. BRS-172(2) (Contract No. 9970
County Malheur Highway Succor Creek
No. of Bidders 9 Low Bidder Stach Construction Co., Inc., Grants Pass
Low Bid $799,054.50
Engineer's Recommendation: Award to low DBE/WBE responsive bidder.

2nd Bidder:	K-2 Construction Company	$832,901.00
3rd Bidder:	Harcon Incorporated	$837,616.00

No. 9 Project Swift Highway & Rivergate Access Road
Type of Work Signals F.A. Proj. No. State (Contract No. 9971
County Multnomah Highway FAU 9962 Swift Highway (N. Portland Road)
No. of Bidders 8 Low Bidder Mill Plain Electric, Inc., Vancouver, WA
Low Bid $33,750.00
Engineer's Recommendation: Award to low bidder subject to concurrence of the Port of Portland and a deposit is made by the Port of Portland.

Bids have been verified

On March 6, 1985, I accepted the State Highway Engineer's recommendations for award of the projects on which bids were received on February 28, 1985, and authorized him to sign the contracts when conditions for the awards have been met. On Jobs 3 and 8 if the low bidder fails to meet the requirements for the disadvantaged-woman business enterprises, award will be made to next lowest responsive bidder pending DBE/WBE review and cost justification.

Dated this 21 day of March, 1985

Anthony Yturri
Anthony Yturri, Chairman
OREGON TRANSPORTATION COMMISSION

[illegible] D
MINUTES OF 4-17-85

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

On behalf of the Commission and under authority delegated to me to award contracts, I awarded the following contracts:

1) Work on S.W. Jean Road-S.W. Madrona Street (Lake Oswego) Section of FAU 9473, Lower Boones Ferry Road, Clackamas County. Bids received October 11, 1984. Contract No. 9904 awarded on March 13, 1985, to Cascade Construction Company, Inc., Portland, at $1,061,618.50.

2) Work on O.B. Riley Road-SE Brosterhous Road (Bend) and Arnold Ditch Structure Sections, The Dalles-California Highway, in Deschutes County. Bids received February 28, 1985. Contract No. 9965 awarded on March 11, 1985, to Douglas S. Coats, Inc., Bend, at $1,693,869.

3) Work on Owyhee River Bridge Section of the Succor Creek Highway in Malheur County. Bids received February 28, 1985. Contract No. 9970 awarded on March 8, 1985, to Stach Construction Co., Inc., Grants Pass, at $799,054.50.

4) Traffic signals on the Swift Highway and Rivergate Access Road at the intersection of Swift Highway and Marine Drive in Multnomah County. Bids received February 28, 1985. Contract No. 9971 awarded on March 27, 1985, to Mill Plain Electric, Inc., Vancouver, WA, at $33,750.

5) Work on Mill Creek (Lower Mill Creek Road) Bridge Section of the County Road in Yamhill County. Bids received March 7, 1985. Contract No. 9974 awarded March 13, 1985, to Holm II, Inc., Stayton, at $229,425.50 (Alternate A).

6) Work on the Willamina Creek Bridge Section of FAS A-563 (Fort Hill Road) in Yamhill County. Bids received March 7, 1985. Contract No. 9975 awarded March 13, 1985, to Holm II, Inc., Stayton, at $429,797.

7) Work on the Lost River (Gale Road) Bridge Section of FAS B-321 in Klamath County. Bids received March 14, 1985. Contract No. 9977 awarded on March 20, 1985, to Holst Construction Company, Oakridge, at $192,843.25.

8) Work on East Fork Dry Creek Culvert Section of Wasco-Heppner Highway in Morrow County. Bids received March 14, 1985. Contract No. 9979 awarded March 20, 1985, to Kniesteadt and Sons, The Dalles, at $115,500.

9) Oregon Coast Highway Guardrail Project in Coos County. Bids received March 21, 1985. Contract No. 9986 awarded March 28, 1985, to Johnson Rock Products, Inc., North Bend, at $97,362.30.

10) Traffic signal installation on Rogue Valley Highway at South Stage Road in Jackson County. Bids received on March 21, 1985. Contract No. 9989 awarded March 28, 1985, to Pacific Electrical Contractors, Inc., and Sims Electric Division of Pacific Electrical Contractors, Medford, at $41,740.50.

11) Bridge deck overlay on the Ross Island Bridge Section of the Mt. Hood Highway in Multnomah County. Bids received March 21, 1985. Contract No. 9991 awarded March 28, 1985, to John Hyland Construction, Inc., Eugene, at $654,481.

H S Coulter

H. S. Coulter, State Highway Engineer

Dated this 4 day of April, 1985

4-4-85

9965 5

January 9, 1989

CON 5 - 9965

M-R Pierce Constructors, Inc.
PO Box 80
West Linn, OR 97068

Attention: Maxine M. Pierce
President

Thank you for your letter of December 28, 1988, informing us that your claim has been satisfied by Transamerica Insurance Company.

This claim was in connection with the Douglas S. Coats, Inc., Contract No. 9965 for work on the O.B. Riley Road-SE Brosterhous Road (Bend) and Arnold Ditch Structure Sections in Deschutes County.

The release of this claim will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Tromp and McKinley Insurance, Inc.
PO Box 1357
Eugene, OR 97440

bc Secretary of State

bbc Construction

FKN:br

M-R
PIERCE
CONSTRUCTORS
INC.
General Contractors
a woman's business enterprise

December 28, 1988

Department of Transportation
Commission Services
Fran Neavoll
Transportation Building
Salem, Oregon 97310

RE: O.B. RILEY – S.E. BROSTERHOUS
DOUGLAS S. COATS
FILE NO: CON 5 – #9965

On July 13, 1988, we filed a claim on the bond of Douglas S. Coats Inc. on referenced project for retention withheld plus interest, for a total amount of $2,828.00.

The claim has been satisfied this date by Transamerica Insurance Company, therefore this letter will serve notice to release the Bond Claim on the project.

Sincerely,

M-R Pierce Constructors, Inc.

Maxine Pierce

Maxine Pierce
President

cc: Arnold L. Gray, Weiss, DesCamp & Botteri
Robert L. O'Halloran, Allen, Kilmer, Schrader, Yazbec & Chenoweth

RECEIVED
DEC 30 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

reply to:
P.O. Box 80 - West Linn, Oregon 97068
Phone: 503 / 635-4067

AN EQUAL OPPORTUNITY EMPLOYER

9965

020

December 20, 1988

CON 5 - #9965

Schoolhouse R
Electrical Construction
287 Fourth Street
Ashland, OR 97520

We have received a copy of your letter dated December 12, 1988, addressed to the Secretary of State and Douglas S. Coats, Inc., filing a claim against the following Highway Division contract:

AMOUNT:	$2,372.87
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR):	Douglas S. Coats, Inc.
CONTRACT NO.:	9965
PROJECT:	O.B. Riley Rd.-SE Brosterhous Rd. (Bend) and Arnold Ditch Structure Sections, The Dalles-California Highway, Deschutes County.
SURETY:	Transamerica Insurance Co.
AGENT:	Tromp and McKinley Insurance

We will advise the surety and agent of the receipt of this claim.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
PO Box 311
Bend, OR 97709

Transamerica Insurance Co.
700 NE Multnomah
Portland, OR 97232

Tromp and McKinley Insurance, Inc.
PO Box 1357
Eugene, OR 97440

bbc: Bryant Jackmond

FKN:br

SCHOOLHOUSE R
ELECTRICAL CONSTRUCTION
287 FOURTH STREET ASHLAND OR 97520
(503) 482-0448

December 12, 1988

Secretary of State Barbara Roberts
136 State Capitol Building
Salem, OR 97310
and
Mr. Douglas S. Coats, Contractor
P. O. Box 311
Bend, OR 97709

Notice is hereby given that the undersigned Schoolhouse R Electrical Construction has a claim for labor and material furnished to install traffic signal and fire pre-emption system in the sum of $2,372.87 against the bond taken from Douglas S. Coats, Inc. and Transamerica Insurance Services for the work of OB Riley Rd. @ S.E. Brosterhous Road in Bend, Oregon. Such material or labor was supplied to Dougles S. Coats, Inc. for the State of Oregon (Contract No. 9965).

Pat Garfas, Owner/Partner

PG/tae

CC: Fran Neavoll
Commission Services
121 Transportation Bldg.
Salem, OR 97310

RECEIVED
DEC 14 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
ROADWAY DESIGN SECTION

INTEROFFICE MEMO

TO: Steve Littrell
Contract Claims Coordinator

DATE: October 20, 1988

Kerry Dayton

FROM: Kerry Dayton
Design Supervisor

SUBJECT: Litigation Request for Discovery
Deschutes County Complaint No. 88CD0300TM
Douglas S. Coats, Inc. vs. State of Oregon
O.B. Riley Road-S.E. Brosterhous Road
The Dalles-California Highway
Contract No. 9965

The only records retained by this office are the attached five weekly reports. All of the design file records were returned to the Project Manager prior to the contract letting. The remainder of the Roadway Design files are in General Files which Carolyn Philp will provide.

Also attached is a copy of your October 18, 1988 memo regarding this litigation request which contains a statement prepared by the designer, Jerry Maness.

KJD:bc

Attachments

cc: Duane O. Christensen
Tom Edwards

81-125-1387

9965

CONFIDENTIAL

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

Confidential Claim File
CON 5 9965

TO: Carolyn Philp
General Files

DATE: October 18, 1988

FROM: Steve Littrell S Littrell
Contract Claims Coordinator

SUBJECT: Litigation Request for Discovery
Deschutes County Complaint No. 88 CD 0300 TM
Douglas S. Coats, Inc. vs State of Oregon
O. B. Riley Road-SE Brosterhous Road
The Dalles-California Highway
Contract No. 9965

This memo is to be treated as confidential, prepared at the request and direction of Mr. William F. Cloran, Assistant Attorney General for the State of Oregon, representing the Highway Division in this matter. No copies should be made or distributed without conferring with Mr. Cloran or myself. This memo should be filed in a separate file, marked as Litigation 88 CD 0300 TM file.

The contractor on the above project, Douglas S. Coats, Inc., has filed litigation related to a construction claim. Attached is a copy of a formal request for discovery related to that litigation. Please read the request carefully. Failure of the Division to produce the documents in a timely fashion is usually detrimental to our position.

Please assemble the documents in your possession, pack them in standard storage boxes or other appropriate sizes, prepare an inventory of the included information suitable for indexing, and a return receipt acknowledgement. Clearly mark each carton as to originator and contents, and make arrangements to have them shipped or delivered to me at the Construction Office.

If the files in your possession may not be removed from their area due to administrative rule, please prepare the same inventory and submit to me. It is preferred that machine copies be sent with the inventory rather than scheduling a discovery at your site.

The date for delivery to this office is by Tuesday, October 25, 1988, to allow the Division's attorney time to review the documents as to discoverability. If for any reason you cannot make this date, please notify me immediately.

81-125-1387

Particular effort should be made to locate all forms of diaries and telephone logs. These are often overlooked; although they may not be job specific they may contain important information.

If you have no documents in your possession or under the control of your Section, simply note same on a copy of this letter and return to me.

Thank you for your assistance. Every effort will be made to return the documents to you in a timely fashion.

SL:mk

cc: With Request Attached:

William F. Cloran, DOJ
Dale Allen
D. O. Christensen
Tom Edwards
Cam Gilmour
Doug Goldbach
Steve Green
Bill Harlon
Al Harwood
Chuck Hemenway
Dwayne Hofstetter
Ted Litchfield
Carol Lopez
Art Louie
Tom Lulay
Steve Macnab
Fran Neavoll
Bob Pool
Bill Quinn
Bob Stenerson
Jerry Thackery
Roger Trygstad
Bruce Walton
Dale E. Wilken, FHWA - F.Y.I.

10175m

Dlu

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

DOUGLAS S. COATS, INC., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 88 CD 0300 TM

REQUEST FOR PRODUCTION OF DOCUMENTS

To Defendant, State of Oregon, Department of Transportation:

Pursuant to Rule 43 of the Oregon Rules of Civil Procedure, plaintiff requests that you produce and permit plaintiff to inspect and copy the documents, materials and things set forth below, within thirty (30) days of the date of service of this Request for Production of Documents, at the offices of Weiss, DesCamp, & Botteri, 2300 U.S. Bancorp Tower, 111 S.W. Fifth Avenue, Portland, Oregon 97204.

DEFINITIONS AND GENERAL INSTRUCTIONS

1. "Document" or "Documents" means the original, or a copy when the original is not available, and each nonidentical copy, including those which are nonidentical by reason of notations or markings, in the actual or constructive possession, custody care or control of you or your agents, employees or representatives, and shall include, without limitation, documents, agreements, contract documents, notices, correspondence, telegrams, cables, photographs, film,

videotape, mechanical or electronic recordings, memoranda, communications, records of communications, drafts, notes, notations, work papers, estimates, projections, sketches, drawings, diaries, calendars, timesheets, time cards, work orders, change orders, engineer's and superintendent's and inspector's and other reports, ledgers, accounting records, checks, payment records, cost records, test data, analyses, studies, reports, releases, trip reports, and any other record of human thought or communication (including computer stored or generated data), whether in written, photographic, video, audio, or electronic form.

2. "Prime Contract" means the contract entered into between plaintiff Douglas S. Coats, Inc. and the Oregon State Highway Division on or about March 11, 1985, known as O.B. Reilly Road - S.E. Brosterhous Section (Bend) and Arnold Ditch Structure, also known as contract No. 9965.

3. "Project" means all aspects of the planning, design and construction of the work to be constructed under the Prime Contract.

4. Any reference herein to an individual, partnership, corporation or other entity shall include the officers, agents, employees, directors representatives and assigns of that individual or entity.

5. Each document requested shall be produced so as to preserve its sequential relationship with other documents being produced, and shall include the original file folders, binders,

tabs and other organizational or identification aids, or other information sufficient to enable the parties to determine the document's original (reproduction) location. The specificity of any request shall not be construed as reducing the scope of any more generalized request.

6. These requests are continuing in nature, and you are required to promptly provide any additional documents of the indicated descriptions which are discovered, identified, created, come into your possession, custody or control, or to which you obtain access, following the initial production of documents.

7. If you contend that any document is privileged in whole or in part, or object to production of a given document, or believe that any identified document would be excludable from production to plaintiff in discovery regardless of its relevance, you shall identify with particularity each document for which you claim privilege, state the reasons for each objection or grounds for exclusion, and identify each person or entity having knowledge of the factual basis, if any, on which the privilege or other ground is asserted.

SPECIFIC REQUESTS FOR PRODUCTION OF DOCUMENTS

1. All documents reflecting, relating to or referring to the decision or decisions by defendant to extend the time for completion of all work under the Prime Contract beyond the original expiration date of the Prime Contract.

2. All documents reflecting, relating to or referring to evaluation, consideration and/or decision-making within the Oregon State Highway Division about the compensation claimed by plaintiff in this action, and about the Oregon State Highway Division's denial of plaintiff's request for compensation as reflected in the letters copies of which are attached hereto and labeled Exhibit A.

3. All documents reflecting, relating to or referring to evaluation, consideration and/or decision-making within the Oregon State Highway Division about the approval of the three price agreements which are attached hereto and labeled Exhibit B.

4. All documents reflecting, relating to or referring to evaluation, consideration and/or decision-making within the Oregon State Highway Division about all price agreements relating in any way to the Prime Contract which were approved within the Oregon State Highway Division at any time after the original expiration date of the Prime Contract.

5. All documents you received from plaintiff or any of its employees, officers or agents related in any way to contractor's public liability umbrella insurance and/or railroad protective liability insurance and related in any way to the Prime Contract and/or the Project.

6. All documents reflecting, relating or referring to any non-written communications between plaintiff or any of its employees, officers or agents, and defendant and any of its

employees or agents, related to contractor's public liability umbrella insurance and/or railroad protective liability insurance and related in any way to the Prime Contract and/or the Project.

7. All documents you received from persons or entities other than plaintiff related in any way to contractor's public liability umbrella insurance and/or railroad protective liability insurance and related in any way to the Prime Contract and/or the Project.

8. All documents reflecting, relating or referring to any non-written communications between persons or entities other than plaintiff, and defendant or any of its employees or agents, related to contractor's public liability umbrella insurance and/or railroad protective liability insurance and related in any way to the Prime Contract and/or the Project.

DATED this 3rd day of October, 1988.

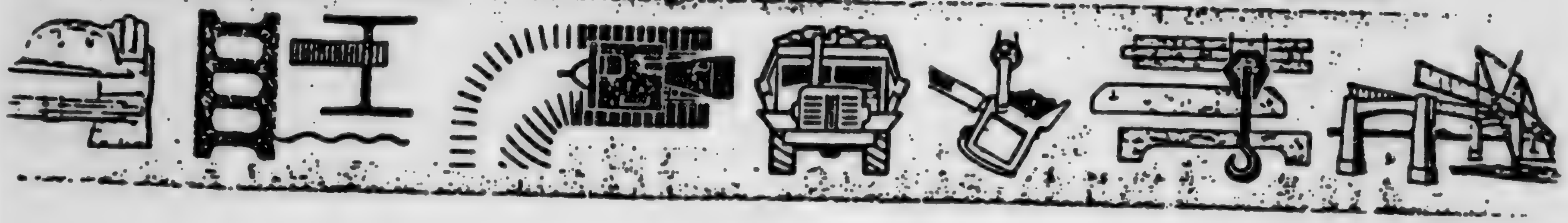
WEISS, DesCAMP & BOTTERI,
A Professional Corporation

By: William L Larkins Jr
William L. Larkins, Jr., #81288
Toni Berres-Paul, #86336

Trial Attorney: William L. Larkins, Jr.

1273L

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

June 4, 1986

Jerry Thackery, Project Manager
P O Box 5309
Bend, Oregon 97708

Re: Contract 9965-0 B Riley Rd-S E Brosterhous Rd

Dear Jerry:

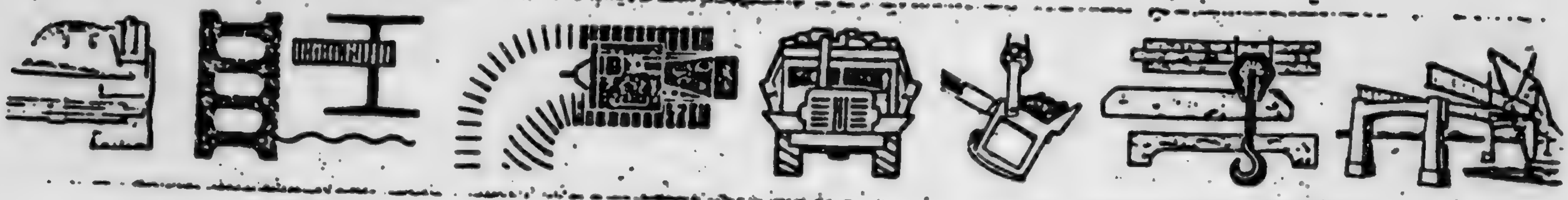
Per section 109.05 we are notifying you of our intent to submit a claims for compensation for the extra expense of having to extend the railroad insurance for the duration of the job.

Sincerely,

DOUGLAS S COATS INC

Douglas S Coats
President

BRIDGES STREETS & ROADS



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

July 1, 1987

Mr. Jerry Thackery
Oregon State Highway Department
P.O. Box 5309
Bend, OR 97708

Re: Claim for additional insurance costs
OSHD Contract 9965
O.B. Riley-Southeast Brosterhous Road

Dear Jerry;

Do to the increased quantity of work required on the above project, I had to purchase $5,000,000 worth of Umbrella liability insurance. My cost was $80,000.00 which was a minimum cost. February 2, 1986 is when I needed to renew the insurance.

Not until June 15, 1986 did I need the same coverage for another job, so I am asking for one half the cost, or $40,000.00. The same insurance for 1985 cost us $4,100.00, so you can see I had no idea the cost would go up so much when I took the extra work on the project.

Please issue a Price Agreement in the amount of $40,000.00.

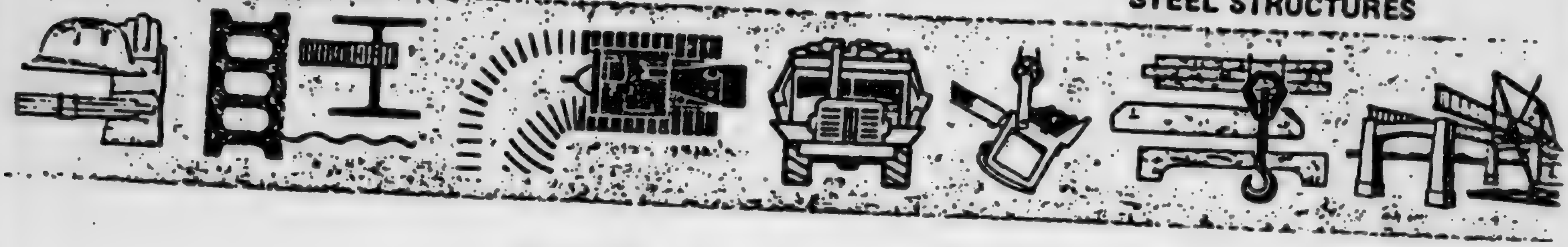
Sincerely,

Douglas S Coats

Douglas S. Coats
President

DSC;vmg

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

July 27, 1987

Oregon State Highway Division
Attn: Arthur Steele
P.O. Box 5309
Bend, OR 97708

Re: O.B. Riley - S.E. Brosterhous Road
Contract 9965 - Claim for extra work
Additional insurance costs

Do to the increased work and time on the O.B. Riley Road contract, I had to carry $5,000,000 extra Contractor's Public Liability at a minimum cost of $80,000 per year. This insurance started at February 3, 1986. Starting June 15 I needed the insurance on another job, if I wouldn't have had the other job, I would be asking for the whole $80,000. Instead, I am asking for half or $40,000.00 (a copy of the policy Certificate of Insurance and cost are attached).

My increased cost for the Railroad Protection Liability insurance was $5,188.88, I am enclosing a copy of this also.

Sincerely,

Douglas S Coats

Douglas S. Coats
President

DSC;vmg

attachments

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

August 25, 1987

In Reply Refer to
File No.:

Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

ATTN: Doug Coats, Owner

RE: O. B. Riley - S.E. Brosterhous Rd.
Contract No. 9965
Claim for Additional Insurance Costs

In response to your letter of July 27, 1987, I find that the State has no financial responsibility for either of the insurance policies submitted. I have taken this position for the following reasons:

1. Contractor's Public Liability.
    a) Lack of Notice - Contract requires written notice as soon as knowledge of additional compensation may be due. The policy was renewed 18 months ago; this letter is the first notice of claim or intent to claim.
    b) Past 90 Days of 2nd Notification (2nd Notification 9/30/86). All claims for additional compensation must be submitted within 90 days of 2nd Notification.
    c) For a) and b) see Section 109.05 of Standard Specifications for Highway Construction - 1984.
2. Railroad Liability Insurance.
    a) Lack of Notice - Contract requires written notice as soon as knowledge of additional compensation may be due. The policy you submitted was in effect from March 23 through May 23, 1986. This letter of July 27, 1987 is the first notice of your claim or intent to claim.
    b) Past 90 Days of 2nd Notification (2nd Notification 9/30/86). All claims for additional compensation must be submitted within 90 days of 2nd Notification.

734-1927 (1-87)

c) For a) and b) see Section 109.05 of Standard Specifications for Highway Construction - 1984.

I regret that this matter cannot be considered, but provisions of the contract are very definite on this matter.

Jerry C. Thackery
Project Manager

CC: File
Book
Region, with enclosure (Claim Packet from Contractor)
Construction, with enclosure (Claim Packet from Contractor)

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) O.B. RILEY RD. - S.E. BROSTERHOUS RD. (BEND)		CONTRACT NO. 9965
HIGHWAY THE DALLES - CALIFORNIA HWY.	COUNTY DESCHUTES	
CONTRACTOR'S NAME AND ADDRESS DOUGLAS S. COATS, INC. P.O. Box 311 Bend, OR 97709		F.A. PROJECT NO. F-4-2 (19) PRICE AGREEMENT NO. #33

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Reimburse contractor to adjust forms, reset rebar and alter anchor plates for beam bearing pads.

Bent #3, Bridge #8887B

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3033 ✓	Adjustment to Beam Seats	All	Lump Sum	$655.62	$655.62

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 655.62 ✓

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Payment under this Change Order shall constitute full and complete compensation for all labor and materials necessary to adjust materials placed in error.

o.k.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Douglas S Coats 8/24/87
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

EXHIBIT B - Page 1
REQUEST FOR PRODUCTION OF DOCUMENTS

SUBMITTED BY PROJECT MANAGER DATE
26 Aug 87

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE
9-9-87

NOTED OR APPROVED BY CONSTRUCTION DATE
SEP 16 1987

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

1038

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) O.B. RILEY RD. - S.E. BROSTERHOUS RD. (BEND)		CONTRACT NO. 9965
HIGHWAY THE DALLES - CALIFORNIA HWY.	COUNTY DESCHUTES	
CONTRACTOR'S NAME AND ADDRESS DOUGLAS S. COATS, INC. P.O. Box 311 Bend, OR 97709		F.A. PROJECT NO. F-4-2 (19)
		PRICE AGREEMENT NO. #34

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Reimburse contractor for adjustment of bridge deck forms.

Bridge #8888A

Station 10+32 to 12+33 Left.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3034 ✓	Adjust Forms	ALL	Lump Sum	$2,997.12	$2,997.12

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 2,997.12 ✓

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

The indicated amount above shall constitute full and complete compensation for all labor and materials necessary to adjust forms set in error.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Douglas S Coats 8/24/87
CONTRACTOR DATE

SUBMITTED BY PROJECT MANAGER DATE 15 Sept 87

APPROVAL RECOMMENDED ~~OR APPROVED~~ BY REGION DATE 9-23-87

NOTED OR APPROVED BY CONSTRUCTION DATE SEP [illegible], 1987

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

EXHIBIT B - Page 2
REQUEST FOR PRODUCTION OF DOCUMENTS

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

1044

HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

✓11

PROJECT NAME (SECTION)
O.B. RILEY RD. - S.E. BROSTERHOUS RD.

CONTRACT NO.
9965

HIGHWAY
THE DALLES - CALIFORNIA HWY.

COUNTY
DESCHUTES

CONTRACTOR'S NAME AND ADDRESS
DOUGLAS S. COATS, INC.
P.O. Box 311
Bend, OR 97709

F. A. PROJECT NO.
F-4-2 (19)

PRICE AGREEMENT NO.
#35

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Compensate contractor for extra depth epoxy concrete construction in expansion joint.

Bridge #8887B, Bent #3, Station 21 + 81

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3035 ✓	Extra depth epoxy in expansion joint	All	Lump Sum	$530.37	$530.37

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ 530.37 ✓

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

The indicated amount above shall constitute full and complete compensation for epoxy concrete materials in excess of 2-inches in the expansion joint and additional labor required for placement of the extra depth epoxy concrete.

o.k.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: Douglas S Coats 8/24/87
CONTRACTOR DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER DATE
15 Sept 87

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE
9-23-87

NOTED OR APPROVED BY CONSTRUCTION DATE
SEP 30 1987

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

EXHIBIT B - Page 3
REQUEST FOR PRODUCTION OF DOCUMENTS

1040

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing REQUEST FOR PRODUCTION OF DOCUMENTS on:

William F. Cloran
Assistant Attorney General
450 Justice Building
Salem, Oregon 97310

by mailing a correct copy thereof, addressed to the above attorney, contained in an envelope with postage prepaid, and deposited in the post office at Portland, Oregon, on this 3rd day of October, 1988.

William L Larkins Jr
William L. Larkins, Jr.
Of Attorneys for Douglas S. Coats, Inc.

WEISS, DesCAMP & BOTTERI
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
2300 U S BANCORP TOWER
111 S W FIFTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE (503) 243-2300
TELECOPIER (503) 241-8014

TONI BERRES-PAUL

3450 FIRST INTERSTATE CENTER
SEATTLE, WASHINGTON 98104
TELEPHONE (206) 340-2554

September 13, 1988

State of Oregon
Department of Transportation
c/o David B. Frohnmayer, State Attorney General
450 Justice Building - Trial Division
Salem, OR 97310

State of Oregon
Department of Transportation
c/o Robert Bothman, Director
135 Transportation Building
Salem, OR 97310

RECEIVED
STATE HWY ENGR
SEP 15 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Douglas S. Coats, Inc. v. State of Oregon,
Department of Transportation
Deschutes County Circuit Court
Case No. 88CD0300TM

Gentlemen:

Enclosed is a copy of plaintiff's Notice of Intent to Take Default and Default Judgment, the original of which is being filed with the Clerk of the Court.

Very truly yours,

Toni Berres-Paul

Toni Berres-Paul

TBP/kk
cc: Douglas S. Coats, Inc.
0970k

RECEIVED
DOT DIRECTOR
REFER TO
SEP 14 1988
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File
✓						

NOTED
SHE'S OFFICE

CERTIFIED A TRUE COPY OF THE ORIGINAL:
By: Toni Berres-Paul
Toni Berres-Paul

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

DOUGLAS S. COATS, INC., an Oregon corporation, Plaintiff, vs. STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 88CD0300TM NOTICE OF INTENT TO TAKE DEFAULT AND DEFAULT JUDGMENT

TO: ROBERT BOTHMAN, Director, State of Oregon, Department of Transportation and DAVID B. FROHNMAYER, State Attorney General

Notice is hereby given pursuant to ORCP 69B(2) that plaintiff will move for an Order of Default and Default Judgment against defendant if defendant has not filed a response to plaintiff's complaint by September 26, 1988.

DATED this 13th day of September, 1988.

WEISS, DesCAMP & BOTTERI,
A Professional Corporation

By: Toni Berres-Paul
Toni Berres-Paul, OSB #86336
Of Attorneys for Plaintiff

Trial Attorney: William L. Larkins, Jr.

2066B

CERTIFICATE OF MAILING

I hereby certify that I served the foregoing Notice of Intent to Take Default and Default Judgment on September 13, 1988 upon Robert Bothman, Director, State of Oregon, Department of Transportation and David B. Frohnmayer, State Attorney General, by mailing to them a true copy thereof, certified by me as such, contained in a sealed envelope to their regular places of business, to-wit:

State of Oregon
Department of Transportation
c/o David B. Frohnmayer,
State Attorney General
450 Justice Building - Trial Division
Salem, Oregon 97310

State of Oregon
Department of Transportation
c/o Robert Bothman, Director
135 Transportation Building
Salem, Oregon 97310

and deposited in the United States mail at Portland, Oregon on said day.

DATED this 13th day of September, 1988.

WEISS, DesCAMP & BOTTERI,
A Professional Corporation

By: Toni Berres-Paul
Toni Berres-Paul, OSB #86336
Of Attorneys for Plaintiff

2067B

[illegible]

CONFIDENTIAL

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5 - 9965
CONFIDENTIAL
CLAIM FILE

TO: Caroline Philp
General Files

DATE: September 1, 1988

FROM: Steve Littrell
Claims Coordinator S Littrell

SUBJECT: Litigation - Complaint No. 88CD0300TM
Douglas S. Coats, Inc. vs State of Oregon
O. B. Riley Road-SE Brosterhous Road
Contract No. 9965
The Dalles-California Highway

This memo is to be treated as confidential, prepared at the request of William Cloran, Assistant Attorney General for the State of Oregon, representing the Highway Division in this matter. No copies should be made or distributed without conferring with Mr. Cloran or myself. This memo should be filed in a separate file in the contract records, marked as Litigation 88CD0300TM File.

The contractor on the above-named project, Douglas S. Coats, Inc., has filed litigation related to a construction claim. Attached is a copy of the complaint. Please be advised that all records related to the subject project should be preserved. In all cases of request for access to the files or documents on this project, Mr. Cloran or the Construction Office should be notified before access is allowed.

Every effort will be made to keep you informed of the status of this litigation.

SL:mk

Attach.

cc: With Complaint Attached:
- William Cloran, DOJ
- Dale Allen
- D. O. Christensen
- Wayne Cobine
- Cam Gilmour
- Doug Goldbach
- Steve Green
- Bill Harlon
- Al Harwood
- Chuck Hemenway
- Dwayne Hofstetter
- Ted Litchfield
- Carol Lopez
- Art Louie
- Tom Lulay
- Steve Macnab
- Fran Neavoll
- Bob Pool
- Bill Quinn
- Bob Stenerson
- Jerry Thackery
- Roger Trygstad
- Bruce Walton
- Dale E. Wilken, FHWA

08311m

81-125-1387

WEISS, DesCAMP & BOTTERI
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
2300 U S BANCORP TOWER
111 S W FIFTH AVENUE
PORTLAND, OREGON 97204
TELEPHONE (503) 243-2300
TELECOPIER (503) 241-8014

3150 FIRST INTERSTATE CENTER
SEATTLE, WASHINGTON 98104
TELEPHONE (206) 340-2554

ARNOLD L. GRAY

August 25, 1988

Mr. Jerry C. Thackery
Project Manager
Oregon Dept. of Transportation
Highway Division, Region 4
P.O. Box 5309
Bend, Oregon 97708

Re: O.B. Riley Rd. - S.E. Brosterhous Rd.
Contract #9965 - Insurance Claim

Dear Mr. Thackery:

Enclosed for your information is the Complaint we filed on August 24, 1988 in Deschutes County Circuit Court in the above matter.

Very truly yours,

Arnold L Gray

Arnold L. Gray

ALG:TBP:te
Enclosures
cc: Douglas S. Coats (w/enclosures)
1440d

RECEIVED
JERRY C. THACKERY

AUG 29 '88

ASSIGN TO:

PM	APMB	APMG
OM	OP	INS
	✓	

cc: Construction
Region 4
file

Certified a true copy
of the original:

By: ____________________
Toni Berres-Paul

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

DOUGLAS S. COATS, INC., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 88CD0300TM

COMPLAINT
(Breach of Contract
and Quantum Meruit)

FIRST CLAIM FOR RELIEF

(Breach of Contract)

For its First Claim for Relief, Plaintiff alleges:

1.

Plaintiff Douglas S. Coats, Inc. is, and at all material times has been, an active Oregon corporation, in good standing, with its principal place of business in Bend, Oregon. Defendant State of Oregon, Department of Transportation is a public entity organized and existing under and by virtue of the laws of the State of Oregon.

2.

On or about March 11, 1985, Plaintiff and Defendant entered into a contract known as O.B. Riley Road - S.E. Brosterhous Section (Bend) and Arnold Ditch Structure," Contract No. 9965 (hereinafter "Contract"). Under the Contract Plaintiff was to furnish materials and perform certain construction work for an agreed sum. Due to causes for which Defendant was responsible,

Plaintiff was required to furnish materials and perform work past the Contract's original completion date.

3.

Pursuant to the Contract, Plaintiff was required to carry two specific types of insurance policies when performing work on or near a railway right-of-way: a contractor's Five Million dollar excess liability umbrella policy and a railroad protective policy. Since the work continued past the Contract completion date, Defendant required Plaintiff to renew its railroad protective policy from March 23, 1986 to May 23, 1986 for the cost of $5,188.88. In addition, Defendant required Plaintiff to renew its excess liability unbrella policy for an entire year at the cost of $80,000. This policy was not cancellable during its term.

4.

The Contract entitles Plaintiff to recover its costs incurred in performing work outside the scope of the Contract. Plaintiff has satisfied all conditions necessary to recover these additional insurance costs under the Contract but Defendant has refused to pay.

5.

Reimbursement for the insurance costs is overdue, and Plaintiff is entitled to recover from Defendant $85,188.88 plus interest at the highest applicable statutory rate(s) from the date(s) due until paid.

///

SECOND CLAIM FOR RELIEF

(Quantum Meruit)

For its Second Claim for Relief, Plaintiff alleges:

6.

Realleges paragraphs 1 through 3.

7.

Plaintiff is entitled to recover against Defendant in the amount of $85,188.88 plus interest at the highest applicable statutory rate(s), from the date(s) due until paid, as alleged herein.

WHEREFORE, Plaintiff prays for relief as follows:

1. For judgment against Defendant in the amount of $85,188.88, plus interest at the highest applicable statutory rate(s), from the date(s) due until paid, plus costs and disbursements incurred herein.

2. For such other and further relief as the court may deem just and equitable.

DATED this 23rd day of August, 1988.

WEISS, DesCAMP & BOTTERI,
A Professional Corporation

By: Toni Berres-Paul
Arnold L. Gray, OSB #79247
Toni Berres-Paul, OSB #86336
Of Attorneys for Plaintiff

Trial Attorney: Arnold L. Gray

2035B

accepted by
Florence Neavoll
8-26-88

RECEIVED
DOT DIRECTOR
REFER TO
McCulloch
AUG 26 1988
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File
					X	

In the Circuit Court of the State of Oregon

For the County of Deschutes

cy
Bothman
[illegible]

DOUGLAS S. COATS, INC., an Oregon corporation,

Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant

No. 88CD0300TM

SUMMONS

please disregard → D.T.

~~To:~~ David B. Frohnmayer, Attorney General
State of Oregon, Department of Justice
450 Justice Building - Trial Division
Salem, OR 97310

TO: Robert Bothman, Director
State of Oregon, Department of Transportation
135 Transportation Building
Salem, OR 97310
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Toni Berres-Paul
SIGNATURE OF ATTORNEY/AUTHOR FOR PLAINTIFF

Toni Berres-Paul 86-336
WEISS, DesCAMP & BOTTERI, P.C. BAR NO. (IF ANY)
2300 U.S. Bancorp Tower
111 S.W. Fifth Avenue
Portland, OR 97204 (503)243-2300
CITY STATE ZIP PHONE

Arnold L. Gray 79-247
TRIAL ATTORNEY IF OTHER THAN ABOVE (TYPED OR PRINTED) BAR NO.

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

info copies to: Don Adams
Dale Allen
Fran Neavoll
Cindy Carter

cy sent 8/29

RECEIVED
STATE HWY ENGR
AUG 26 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
SHE'S OFFICE

PRE-TRIAL CONFERENCE SETTING

November 28, 1988, 1:15 PM

Before The Honorable Thomas M. Mosgrove

(Call Circuit Court for assignment of courtroom.)

Portland, OR 97204 OS

Certified a true copy
of the original:

By: Toni Berres-Paul
Toni Berres-Paul

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

DOUGLAS S. COATS, INC., an Oregon corporation, Plaintiff, vs. STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, Defendant.	No. 88CD0300TM COMPLAINT (Breach of Contract and Quantum Meruit)

FIRST CLAIM FOR RELIEF

(Breach of Contract)

For its First Claim for Relief, Plaintiff alleges:

1.

Plaintiff Douglas S. Coats, Inc. is, and at all material times has been, an active Oregon corporation, in good standing, with its principal place of business in Bend, Oregon. Defendant State of Oregon, Department of Transportation is a public entity organized and existing under and by virtue of the laws of the State of Oregon.

2.

On or about March 11, 1985, Plaintiff and Defendant entered into a contract known as O.B. Riley Road - S.E. Brosterhous Section (Bend) and Arnold Ditch Structure," Contract No. 9965 (hereinafter "Contract"). Under the Contract Plaintiff was to furnish materials and perform certain construction work for an agreed sum. Due to causes for which Defendant was responsible,

Plaintiff was required to furnish materials and perform work past the Contract's original completion date.

3.

Pursuant to the Contract, Plaintiff was required to carry two specific types of insurance policies when performing work on or near a railway right-of-way: a contractor's Five Million dollar excess liability umbrella policy and a railroad protective policy. Since the work continued past the Contract completion date, Defendant required Plaintiff to renew its railroad protective policy from March 23, 1986 to May 23, 1986 for the cost of $5,188.88. In addition, Defendant required Plaintiff to renew its excess liability unbrella policy for an entire year at the cost of $80,000. This policy was not cancellable during its term.

4.

The Contract entitles Plaintiff to recover its costs incurred in performing work outside the scope of the Contract. Plaintiff has satisfied all conditions necessary to recover these additional insurance costs under the Contract but Defendant has refused to pay.

5.

Reimbursement for the insurance costs is overdue, and Plaintiff is entitled to recover from Defendant $85,188.88 plus interest at the highest applicable statutory rate(s) from the date(s) due until paid.

///

SECOND CLAIM FOR RELIEF

(Quantum Meruit)

For its Second Claim for Relief, Plaintiff alleges:

6.

Realleges paragraphs 1 through 3.

7.

Plaintiff is entitled to recover against Defendant in the amount of $85,188.88 plus interest at the highest applicable statutory rate(s), from the date(s) due until paid, as alleged herein.

WHEREFORE, Plaintiff prays for relief as follows:

1. For judgment against Defendant in the amount of $85,188.88, plus interest at the highest applicable statutory rate(s), from the date(s) due until paid, plus costs and disbursements incurred herein.

2. For such other and further relief as the court may deem just and equitable.

DATED this 23rd day of August, 1988.

WEISS, DesCAMP & BOTTERI,
A Professional Corporation

By: Toni Berres-Paul
Arnold L. Gray, OSB #79247
Toni Berres-Paul, OSB #86336
Of Attorneys for Plaintiff

Trial Attorney: Arnold L. Gray

2035B

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

DOUGLAS S. COATS, INC., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant.

No. 88CD0300TM

NOTICE OF OFFICE SERVICE

TO: State of Oregon
Department of Transportation
c/o David B. Frohnmayer, State Attorney General
450 Justice Building - Trial Division
Salem, OR 97310

and

State of Oregon
Department of Transportation
c/o Robert Bothman, Director
135 Transportation Building
Salem, OR 97310

I certify that the attached documents are true copies of the Summons and Complaint (Breach of Contract and Quantum Meruit) hereof.

Toni Berres-Paul
Toni Berres-Paul, OSB 86-336
of Attorneys for Plaintiff

I am informed and believe that service of Summons and Complaint (Breach of Contract and Quantum Meruit) was made on August 25, 1988, as follows:

////

////

RECEIVED
DOT DIRECTOR
REFER TO McCulloch
AUG 29 1988
FOR

Info	Inves	R/D	Reply Direct	Sign	Act	File
					✓	

State of Oregon
Department of Transportation
c/o David B. Frohnmayer, State Attorney General

Office service on David B. Frohnmayer, State Attorney General, at 3:10 PM, normal business hours, by service on Kathy Theis, Administrative Assistant, the person apparently in charge of his place of business at 450 Justice Building, Salem, Oregon.

and

State of Oregon
Department of Transportation
c/o Robert Bothman, Director

Office service on Robert Bothman, Director, at 3:15 PM, normal business hours, by service on Florence Neavoll, Executive Assistant to the Director, the person apparently in charge of his place of business at 135 Transportation Building, Salem, Oregon.

Toni Berres-Paul

Toni Berres-Paul, OSB 86-336
of Attorneys for Plaintiff

I hereby certify that I mailed by certified mail, return receipt requested, true copies of the Summons and Complaint (Breach of Contract and Quantum Meruit) together with the foregoing Notice of Office Service to the following:

State of Oregon
Department of Transportation
c/o David B. Frohnmayer, State Attorney General
450 Justice Building - Trial Division
Salem, OR 97310

and

State of Oregon
Department of Transportation
c/o Robert Bothman, Director
135 Transportation Building
Salem, OR 97310

////

by securely sealing said documents in envelopes addressed as above stated, and depositing them in the United States Post Office at Portland, Oregon, on the 26th day of August, 1988, with postage thereon fully prepaid.

/s/ Toni Berres-Paul

Toni Berres-Paul, OSB 86-336
of Attorneys for Plaintiff

0945k

In the Circuit Court of the State of Oregon

For the County of Deschutes

DOUGLAS S. COATS, INC., an Oregon corporation,

Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant

No. 88CD0300TM

SUMMONS

To David B. Frohnmayer, Attorney General
State of Oregon, Department of Justice
450 Justice Building - Trial Division
Salem, OR 97310

~~Robert Bothman, Director~~
~~State of Oregon, Department of Transportatio~~
~~135 Transportation Building~~
~~Salem, OR 97310~~
Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Toni Berres-Paul
SIGNATURE OF ATTORNEY/AUTHOR FOR PLAINTIFF

Toni Berres-Paul 86-336
WEISS, DesCAMP & BOTTERI, P.C. BAR NO. (IF ANY)
2300 U.S. Bancorp Tower
111 S.W. Fifth Avenue
Portland, OR 97204 (503)243-2300
CITY STATE ZIP PHONE

Arnold L. Gray 79-247
TRIAL ATTORNEY IF OTHER THAN ABOVE (TYPED OR PRINTED) BAR NO.

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

Toni Berres-Paul
ATTORNEY OF RECORD FOR PLAINTIFF(S)

***TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS:** You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.*

/s/ Toni Berres-Paul
ATTORNEY(S) FOR PLAINTIFF(S)

FORM No. 190—SUMMONS ©1985
Stevens-Ness Law Pub. Co.
Portland, OR 97204

Certified a true copy
of the original:

By Toni Berres-Paul
Toni Berres-Paul

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

DOUGLAS S. COATS, INC., an
Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, DEPARTMENT
OF TRANSPORTATION,

Defendant.

No. 88CD0300TM

COMPLAINT
(Breach of Contract
and Quantum Meruit)

FIRST CLAIM FOR RELIEF

(Breach of Contract)

For its First Claim for Relief, Plaintiff alleges:

1.

Plaintiff Douglas S. Coats, Inc. is, and at all material times has been, an active Oregon corporation, in good standing, with its principal place of business in Bend, Oregon. Defendant State of Oregon, Department of Transportation is a public entity organized and existing under and by virtue of the laws of the State of Oregon.

2.

On or about March 11, 1985, Plaintiff and Defendant entered into a contract known as O.B. Riley Road - S.E. Brosterhous

PRE-TRIAL CONFERENCE SETTING

November 28, 1988, 1:15 PM

Before The Honorable Thomas M. Mosgrove

(Call Circuit Court for assignment of courtroom.)

Plaintiff was required to furnish materials and perform work past the Contract's original completion date.

3.

Pursuant to the Contract, Plaintiff was required to carry two specific types of insurance policies when performing work on or near a railway right-of-way: a contractor's Five Million dollar excess liability umbrella policy and a railroad protective policy. Since the work continued past the Contract completion date, Defendant required Plaintiff to renew its railroad protective policy from March 23, 1986 to May 23, 1986 for the cost of $5,188.88. In addition, Defendant required Plaintiff to renew its excess liability unbrella policy for an entire year at the cost of $80,000. This policy was not cancellable during its term.

4.

The Contract entitles Plaintiff to recover its costs incurred in performing work outside the scope of the Contract. Plaintiff has satisfied all conditions necessary to recover these additional insurance costs under the Contract but Defendant has refused to pay.

5.

Reimbursement for the insurance costs is overdue, and Plaintiff is entitled to recover from Defendant $85,188.88 plus interest at the highest applicable statutory rate(s) from the date(s) due until paid.

///

SECOND CLAIM FOR RELIEF

(Quantum Meruit)

For its Second Claim for Relief, Plaintiff alleges:

6.

Realleges paragraphs 1 through 3.

7.

Plaintiff is entitled to recover against Defendant in the amount of $85,188.88 plus interest at the highest applicable statutory rate(s), from the date(s) due until paid, as alleged herein.

WHEREFORE, Plaintiff prays for relief as follows:

1. For judgment against Defendant in the amount of $85,188.88, plus interest at the highest applicable statutory rate(s), from the date(s) due until paid, plus costs and disbursements incurred herein.

2. For such other and further relief as the court may deem just and equitable.

DATED this 23rd day of August, 1988.

WEISS, DesCAMP & BOTTERI,
A Professional Corporation

By: Toni Berres-Paul
Arnold L. Gray, OSB #79247
Toni Berres-Paul, OSB #86336
Of Attorneys for Plaintiff

Trial Attorney: Arnold L. Gray

2035B

accepted by
Florence Neavoll
8-26-88

RECEIVED
DOT DIRECTOR
REFER TO
McCulloch
AUG 26 1988
FOR

Info	Invest	R/D	Reply Direct	Sign	Act	File
					X	

In the Circuit Court of the State of Oregon

For the County of Deschutes

DOUGLAS S. COATS, INC., an Oregon corporation,

Plaintiff

vs.

STATE OF OREGON, DEPARTMENT OF TRANSPORTATION,

Defendant

cy
Bothman
Forbes

No. 88CD0300TM

SUMMONS

Please disregard D.T.

~~To~~ David B. Frohnmayer, Attorney General
State of Oregon, Department of Justice
450 Justice Building - Trial Division
Salem, OR 97310

TO: Robert Bothman, Director
State of Oregon, Department of Transportation
135 Transportation Building
Salem, OR 97310 Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Toni Berres-Paul
SIGNATURE OF ATTORNEY/AUTHOR FOR PLAINTIFF

Toni Berres-Paul 86-336
WEISS, DesCAMP & BOTTERI, P.C. BAR NO. (IF ANY)
2300 U.S. Bancorp Tower
111 S.W. Fifth Avenue
Portland, OR 97204 (503)243-2300
CITY STATE ZIP PHONE

Arnold L. Gray 79-247
TRIAL ATTORNEY IF OTHER THAN ABOVE (TYPED OR PRINTED) BAR NO.

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

info copies to: Don Adams
Dale Allen
Fran Neavoll
Cindy Carter

D. R. ADAMS

RECEIVED
STATE HWY ENGR
AUG 26 '88
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

PRE-TRIAL CONFERENCE SETTING

November 28, 1988, 1:15 PM

Before The Honorable Thomas M. Mosgrove

(Call Circuit Court for assignment of courtroom.)

Certified a true copy
of the original:

By: Toni Berres-Paul
Toni Berres-Paul

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

DOUGLAS S. COATS, INC., an
Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, DEPARTMENT
OF TRANSPORTATION,

Defendant.

No. 88CD0300TM

COMPLAINT
(Breach of Contract
and Quantum Meruit)

FIRST CLAIM FOR RELIEF

(Breach of Contract)

For its First Claim for Relief, Plaintiff alleges:

1.

Plaintiff Douglas S. Coats, Inc. is, and at all material times has been, an active Oregon corporation, in good standing, with its principal place of business in Bend, Oregon. Defendant State of Oregon, Department of Transportation is a public entity organized and existing under and by virtue of the laws of the State of Oregon.

2.

On or about March 11, 1985, Plaintiff and Defendant entered into a contract known as O.B. Riley Road - S.E. Brosterhous Section (Bend) and Arnold Ditch Structure," Contract No. 9965 (hereinafter "Contract"). Under the Contract Plaintiff was to furnish materials and perform certain construction work for an agreed sum. Due to causes for which Defendant was responsible,

Plaintiff was required to furnish materials and perform work past the Contract's original completion date.

3.

Pursuant to the Contract, Plaintiff was required to carry two specific types of insurance policies when performing work on or near a railway right-of-way: a contractor's Five Million dollar excess liability umbrella policy and a railroad protective policy. Since the work continued past the Contract completion date, Defendant required Plaintiff to renew its railroad protective policy from March 23, 1986 to May 23, 1986 for the cost of $5,188.88. In addition, Defendant required Plaintiff to renew its excess liability unbrella policy for an entire year at the cost of $80,000. This policy was not cancellable during its term.

4.

The Contract entitles Plaintiff to recover its costs incurred in performing work outside the scope of the Contract. Plaintiff has satisfied all conditions necessary to recover these additional insurance costs under the Contract but Defendant has refused to pay.

5.

Reimbursement for the insurance costs is overdue, and Plaintiff is entitled to recover from Defendant $85,188.88 plus interest at the highest applicable statutory rate(s) from the date(s) due until paid.

///

SECOND CLAIM FOR RELIEF

(Quantum Meruit)

For its Second Claim for Relief, Plaintiff alleges:

6.

Realleges paragraphs 1 through 3.

7.

Plaintiff is entitled to recover against Defendant in the amount of $85,188.88 plus interest at the highest applicable statutory rate(s), from the date(s) due until paid, as alleged herein.

WHEREFORE, Plaintiff prays for relief as follows:

1. For judgment against Defendant in the amount of $85,188.88, plus interest at the highest applicable statutory rate(s), from the date(s) due until paid, plus costs and disbursements incurred herein.

2. For such other and further relief as the court may deem just and equitable.

DATED this 23rd day of August, 1988.

WEISS, DesCAMP & BOTTERI,
A Professional Corporation

By: Toni Berres-Paul
Arnold L. Gray, OSB #79247
Toni Berres-Paul, OSB #86336
Of Attorneys for Plaintiff

Trial Attorney: Arnold L. Gray

2035B

August 19, 1988

CON 5 - 10,482

Allen, Kilmer, Schrader, Yazbeck & Chenoweth 10,475
Attorneys at Law 10,390
1600 Orbanco Building 9949
1001 S.W. Fifth Avenue 9965
Portland, OR 97204

Attention: Robert L. O'Halloran

As requested in your letters of August 17 and 18, 1988, no funds will be released on Contract No. 10,482 with Douglas S. Coats, Inc. without written consent from Fireman's Fund Insurance Company. Our Construction office advises that $1,000 in retainage is being held.

There are no remaining funds on the following contracts as they have been completed and accepted:

10,475	Willow Creek Bridge Section of Rhea Road in Gilliam County.
10,390	Willow Creek Bridge Section of Cecil Road in Morrow County.
9949	West Fork Silvies River Bridge Section of the Frenchglen Highway in Harney County.
9965	O. B. Riley Rd.-SE Brosterhous Road (Bend) and Arnold Ditch Structure Sections on The Dalles-California Highway in Deschutes County.

Fran Neavoll
COMMISSION SERVICES

bc: Bryant Jackmond
Bruce Walton
Doug Goldbach Attn: Stacy
Bill Anhorn
Dale Allen
Robert Hector

FKN:slp

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

August 17, 1988

Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Douglas S. Coats, Inc.; Fireman's Fund Insurance Company/
The American Insurance Company

Dear Ms. Neavoll:

As you know, I represent Fireman's Fund Insurance Company and The American Insurance Company. Either or both Fireman's Fund/The American have posted payment and performance bonds in favor of the Oregon State Highway Department and on behalf of Douglas S. Coats, Inc. with respect to at least the following projects:

1. Crabtree Creek, OSHD 10482;
2. Willow Creek (Rhea Road) Bridge, OSHD 10475; and
3. Willow Creek (Cecil Road) Bridge, OSHD 10390.

On behalf of Fireman's Fund/The American Insurance Company, I hereby request that the Department of Transportation and OSHD not release any further contract proceeds to Douglas S. Coats, Inc. on these three projects, without first obtaining written consent from Fireman's Fund/The American. Please also provide me with an accounting of the remaining funds on those jobs listed above. Thank you for your assistance in this matter.

Very truly yours,

Robert L. O'Halloran
RLO/me
cc: Martin E. Van Tassell

RECEIVED
AUG 18 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH

A PROFESSIONAL CORPORATION
ATTORNEYS AND COUNSELORS

1600 ORBANCO BUILDING
1001 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
TELECOPIER 503-222-5290
TELEPHONE 503-224-0055

795 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
TELECOPIER 503-484-9779
TELEPHONE 503-687-9210

PLEASE REPLY TO PORTLAND OFFICE

August 18, 1988

Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

Re: Douglas S. Coats, Inc.; Transamerica Insurance Company

Dear Ms. Neavoll:

As you know, I represent Transamerica Insurance Company, the surety which posted payment and performance bonds in favor of the Oregon State Highway Department on behalf of Douglas S. Coats, Inc. with respect to various projects.

We have received bond claims against certain of the projects on which I understand all contract proceeds have not yet been released. On behalf of Transamerica, I hereby request that the OSHD/DOT not release any contract proceeds on the following projects without first obtaining written consent from Transamerica Insurance Company:

1. OSHD Contract 9965, 2. O.B. Riley Road-S.E. Brosterhouse Road (Deschutes County); and
2. OSHD 9949 (West Fork Sylvie's River Bridge.

Please also advise as to the contract amounts withheld on each contract.

Very truly yours,

Robert L. O'Halloran

Robert L. O'Halloran
RLO/me
cc: Scott Guest

RECEIVED
AUG 19 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9965

SCHOOLHOUSE R
ELECTRICAL CONSTRUCTION
287 FOURTH STREET ASHLAND OR 97520
(503) 482-0448

August 9 ,1988

Secretary of the State
Oregon State Capitol Bldg.
Salem,OR 97310

RE: Oregon State Contract # 9965
Prime Contractor Douglas S Coats, Inc.
SUBJECT: Retainage monies never paid to subcontractor

Dear Sir/Madam:

Enclosed is a letter I sent to the bonding company of Douglas S. Coats and their response to me. I feel that this contract was awarded in 1985 and the bond laws gave you two years to file a claim after the final monies were awarded. Also we were never made aware of the actual day that retainage was released only after numerous phone calls to the State were we able to track down they had recieved their retainage which also included mine.

The amount that they owe me is $2,372.87 plus interest since March.

Please look into this matter for me I need some help in dealing with this Prime Contractor.

Sincerely,

Pat Garfas

PG/pm

cc: Commission Services

8/18/88
I called Pat
Intent was to file
claim. I sent
her proper
format & she
will
refile.
fra

RECEIVED
AUG 15 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SCHOOLHOUSE R
ELECTRICAL CONSTRUCTION
287 FOURTH STREET ASHLAND OR 97520
(503) 482-0448

May 26, 1988

Mr. Scott Guest, Bond Claim Specialist
Transamerica Insurance Services
Post Office Box 3664
San Francisco, CA 94111

Re: Principal: Douglas Coats, Inc.
Claim No.: 98600873
Bond No.: 57410840
Project: Oregon State Highway Division Contract #9965

CERTIFIED LETTER NO. P422 715 279

Dear Mr. Guest:

There seems to be some confusion regarding our claim against Douglas Coats, Inc. The $2,372.97 that is due me is known as retainage. Under State of Oregon contracts, 5% of the total contract is held until the project is 100% complete. This means that our money was held by the State until they released it to Coats on February 22, 1988.

The project may have gotten Notice of Completion on 10/12/87, but we as subcontractors are not notified of such notices. We merely contact the Prime Contractor every month or so to see if they have been paid the ratainage. In this case, we contacted Coats, Inc. in early March and they told us that they had gotten the retainage and would pay our portion to us by the end of March. At that time, we contacted the State and learned that the retainage had been released on 02/22/88. When we did not receive payment from Coats as promised by May 30th, 1988, we started the process of claiming against them by writing to you, Transamerica Insurance.

It makes no sense to have taken action prior to March 30th because we had no reason to do so. We could not possibly have taken action on this matter within 120 days after we completed work because there was not an issue then. It was not an issue until after 02/22/88, when money owed to us was in the hands of the company who owed it to us.

In effect, we feel that the bond laws you speak of in your letter of 05/12/88 are not pertinent in our case, that there was no possible way we could anticipate (or act on prior to now) not receiving our retainage from Douglas Coats, Inc., and that you should reconsider our claim against your client.

Sincerely,

Garfas, Owner

RECEIVED
AUG 15 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SG1511 **Transamerica**
Insurance Services

Transamerica Insurance Group

June 16, 1988

SchoolHouse Electrical Construction
287 Fourth Street
Ashland, OR 97520

Attention: Pat Garfas

Re: Principal: Douglas Coats
Claim #: 98600873
Bond #: 57410840
Project: Oregon State Highway Division Contract # 9965

Dear Pat:

This letter is written in response to your letter dated May 26, 1988. I must advise you that I am in no position to reconsider your claim at this time.

I have reviewed your claim once again and have come to the same conclusion. Oregon State bond laws are quite clear with regard to this matter. They state:

> "the notice of claim must be sent registered or certified mail or hand delivered no later than 120 days after the person last provided labor or furnished materials."

Again, I must respectfully deny your claim at this time due to the non-timeliness of your notice of claim. However, if you can provide me with evidence that proper notice was given, I will reevaluate your claim at that time.

It should be noted that this letter in no way precludes you from taking action against Douglas Coats, Inc. Should you have any questions regarding this matter, please contact me.

Sincerely,

S. J. Guest

Scott J. Guest
Bond Claim Specialist

SG1511

RECEIVED
AUG 15 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9965 J

July 22, 1988

M-R Pierce Constructors, Inc.
P.O. Box 80
West Linn, OR 97068

CON 5 - #9965

Attention: Maxine Pierce
President

We have received your claim letter dated July 13, 1988, filed against the following Highway Division contract:

AMOUNT:	$2,753.48
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR):	Douglas S. Coats, Inc.
CONTRACT NO.:	9965
PROJECT:	O.B. Riley Rd.-SE Brosterhous Road (Bend) and Arnold Ditch The Dalles-California Hwy. Deschutes County
SURETY:	Transamerica Insurance Co.
AGENT:	Tromp & McKinley Insurance, Inc.

Under Oregon law, you will need to file this claim direct with the Secretary of State and the prime contractor. The Secretary of State's address is 143 Capitol Building, Salem, OR 97310. We will advise the surety and the agent of the receipt of this claim.

Please advise this office when your claim has been paid. For your information, attached is a copy of the law, which outlines the filing procedure.

Fran Neavoll
COMMISSION SERVICES

FKN:bk
Att.

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Tromp & McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

bc: Bryant Jackmond

M-R
PIERCE
CONSTRUCTORS
INC.
General Contractors
a woman's business enterprise

July 13, 1988

Manager
Oregon Transportation Commission
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Notice hereby is given that the undersigned, The Lady's Construction, now called M-R Pierce Constructors, Inc., has a claim for labor and material in the sum of $2,753.48 against the bond taken from Douglas S. Coats, Inc. and Transamerica Insurance Co. for furnishing and installing permanent signing on the O.B. Riley Rd.-S.E. Brosterhous Rd. (Bend) and Arnold Ditch Structure, OSHD Contract #9965.

M-R Pierce Constructors, Inc.
formerly The Lady's Construction Co.

Maxine Pierce

Maxine Pierce
President

/mp

cc: Douglas S. Coats
Transamerica Insurance
Tromp & McFinley Ins.
Oregon Secretary of State
Stoel Rives Boley Jones & Grey

RECEIVED
JUL 14 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

reply to:
P.O. Box 80 - West Linn, Oregon 97068
Phone: 503 / 635-4067

AN EQUAL OPPORTUNITY EMPLOYER

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Steve Macnab
Region 4 Operations Engineer

DATE: July 8, 1988

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Authorization for Expenditure of State Funds for
Right-of-way Monumentation
Item No. 10109
Project No. F-4-2(19)
O.B. Riley Rd.-Brosterhous Rd. (Bend) Section
The Dalles-California Highway
Deschutes County

State funds in the amount of $10,000 have been authorized to monument the right-of-way on the subject section as requested by your letter of July 1, 1988. If expenses are expected to overrun the authorized amount, please submit a request for additional funds.

Expenditure Account C09965-010 has been assigned for costs necessary to monument the right-of-way.

RDF:bkw
cc: Construction
Don Aman
General Files

81-125-1387

9965

February 18, 1988

Tromp & McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

CON 5 - 9965

Contract No. 9965 awarded to Douglas S. Coats, Inc. for work on the O.B. Riley Rd.-SE Brosterhous Road (Bend) and Arnold Ditch Structure Sections of the The Dalles-California Highway in Deschutes County was completed on October 12, 1987, and accepted by the State Highway Division on February 9, 1988.

Final payment in the amount of $13,533.36 will be released to the contractor after February 23, 1988. The total contract amount is $2,054,731.99 including $44,961.95 for work performed under force account.

You have been previously notified of claims filed against the performance bond on this contract which have been paid.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Douglas S. Coats, Inc.
P.O. Box 331
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Dale Allen

9965

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9965

TO: Commission Services

DATE: February 9, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9965, On Site Work Substantially Completed September 30, 1986

All Work Completed October 12, 1987

Project O.B. Riley Rd.-SE Brosterhous Rd./Arnold Ditch Str.

Highway The Dalles-California

County Deschutes

Type of Work Grade, Paving, Structures, Signing & Signals

Contractor Douglas S. Coats

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-18-88 Surety ltr. sent.

RECEIVED
FEB 10 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1165

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-4-2(19) & HES-4-2(14)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10109 & 30159

2A. COUNTY NAME
Deschutes

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE
December 30, 1987

8. FEDERAL ROUTE NUMBER
FAP 4

9. STATE ROUTE NUMBER
4

10. GENERAL LOCATION:
O. B. Riley Rd. - S. W. Brosterhous Rd. & Arnold Ditch Structure

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Gilmour's 12/15/87 letter, the Pacific Northwest Bell Telephone Company's cost overrun of $9,211 for the relocation of aerial telephone cable facilities is authorized. Final total cost is $21,182; (FF = $18,672). This approval is contingent upon modification of the project agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
JAN 20 '88
REFER TO
Gilmour
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
1/11/88

15. SIGNATURE OF APPROVING OFFICIAL
John T. Price

16. TITLE
For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

November 18, 1987
IN REPLY REFER TO

HB-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-4-2(19)
O. B. Riley - S.E. Brosterhous
Force Order No. 18

Mr. Fredrickson's November 5 letter requested approval of force order No. 18. We are returning the force order unapproved because the original contract work which failed was performed incorrectly and with the wrong materials.

Sincerely yours,

John T. Price

Dale E. Wilken
Division Administrator

cc:
OSHD (C. Gilmour, Program)
OSHD (C. Hemenway, Const) w/Force Order 18

Done
cy - Schwartz
Adams

RECEIVED
STATE HWY ENGR
NOV 19 '87
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

jc

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRA . ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(19)
2. STATE PROJECT NO.
2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10109

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 8, 1987
8. FEDERAL ROUTE NUMBER FAP 4
9. STATE ROUTE NUMBER 4

10. GENERAL LOCATION:
O. B. Riley - S. E. Brosterhous Rd.

11. GENERAL DESCRIPTION OF WORK
Bury conflicting Railroad communication circuits

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9/8/87 as requested in Mr. Fredrickson's letter of 10/15/87 as being cost effective for the use of Burlington Northern Railroad forces to proceed with the above work.

State Force Order No. 17 is approved to a TEC of $4,920; Federal Funds $4,337.

RECEIVED
STATE HWY ENGR
OCT 23 '87
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
Joe Copright
10/26

14. DATE 10/22/87
15. SIGNATURE OF APPROVING OFFICIAL John T. Price
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9965

March 6, 1987

CON 5 - #9965

Weiss, DesCamp, Botteri & Huber
Attorneys at Law
2300 U.S. Bancorp Tower
111 SW Fifth Avenue
Portland, OR 97204

Attention: Arnold B. Gray

Thank you for your Notice dated February 11, 1987, stating that the claim of Willamette Painting Co. in the amount of $7,043.50 has been satisfied.

This was in connection with Contract No. 9965 for work on the O.B. Riley Road-SE Brosterhaus Road (Bend) and Arnold Ditch Structure Sections on The Dalles-California Highway.

This information will be noted in our records and we will advise the surety.

Fran Neavoll
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Tromp and McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: Secretary of State: Filed 11-5-86; CL 1986-0322

bbc: Bryant Jackmond FKN:cc

NOTED ON CARD
3-6-87cc

February 11, 1987

Douglas S. Coats, President
Douglas S. Coats, Inc.
P. O. Box 311
Bend, Oregon 97709

and

Secretary of State
State Capitol Building
Salem, Oregon 97310

NOTICE OF SATISFACTION OF BOND CLAIM

To: State of Oregon Department of Transportation, Commission Services, Room 121, Transportation Building, Salem, Oregon 97310

NOTICE hereby is given that the Notice of Claim by Willamette Painting Co., dated October 27, 1986 for seven thousand forty three dollars and fifty cents, ($7,043.50) against the bond taken from Douglas S. Coats, Inc. as principal and Transamerican Insurance Company as surety for the work of painting on the O.B. Riley Road-SE Brosterhous Road (Bend) and the Arnold Ditch Structure section of the Dalles-California Highway in Dechutes County, Oregon under original contract number 9965 has been satisfied.

Arnold L Gray

Arnold L. Gray,
Attorney for Willamette
Painting Company

11681

WEISS, DesCAMP, BOTTERI & HUBER
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
2300 U S BANCORP TOWER
111 S W FIFTH AVENUE
PORTLAND, OREGON 97204

RECEIVED
FEB 23 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTR TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(19) & HES-4-2(14)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Deschutes
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 10109 & 30159
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 15 '87
REFER TO

7. DATE AUTHORIZATION EFFECTIVE December 8, 1986
8. FEDERAL ROUTE NUMBER FAP 4
9. STATE ROUTE NUMBER 4
10. GENERAL LOCATION:
O. B. Riley Road - S. E. Brosterhaus Rd.
11. GENERAL DESCRIPTION OF WORK
Utility Adjustment
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 12/17/86, this will confirm the advance approval date of 12/8/86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the drainage facilities on a lump sum cost basis estimated to be $2,260.13; Federal Funds $1,992.

The Agreement with the Central Oregon Irrigation District is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 1/14/87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
E. S. HUNTER

In Reply Refer to
File No.:

December 17, 1986

RECEIVED
STATE HWY ENGR
DEC 19 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

SUBJECT: Ditch Rider Road Drainage Correction
Central Oregon Irrigation District
O. B. Riley Road - S. E. Brosterhaus Road Section
The Dalles-California Highway
Deschutes County
Project No. F-4-2(19) and HES-4-2(14)

Here is a copy of a lump sum estimate of cost to install 8-inch CMP and an 8-inch head gate to provide drainage to a section of ditch rider road lower to provide clearance to a reconstructed highway structure. A sketch showing the proposed drainage facilities is enclosed.

A certification prepared by Richard O. Havig as to the District's rights in the land occupied by their facilities is in our files.

The drainage problem was not anticipated. The District advised the Highway Division verbally of the problem as soon as it was known. The relocation agreement will, therefore, consist of verbal notification, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the work involves a segment of service distribution facilities.

Form 734-3122

There will be no betterment derived from the proposed work on the District's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of December 8, 1986, under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $2,260.13.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
R. O. Havig

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 8, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Thomas P. Lowe, Area Engineer

Jack M Cartwright
FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Ditch Rider Road Drainage Correction
Central Oregon Irrigation District
O. B. Riley Road - S.E. Brosterhaus Road
Section
The Dalles-California Highway
Deschutes County
Project No. F-4-2(19) and HES-4-2(14)

Confirmation of your verbal authorization for Central Oregon Irrigation District to proceed with the installation of ditch rider road drainage facilities on this project as of December 8, 1986 is requested. An estimate of cost has been received from the District in the amount of $2,261. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

RECEIVED
STATE HWY ENGR
DEC 17 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Advanced authorization date of
December 8, 1986 is approved

12/8/86 - Thomas P Lowe
Thomas P. Lowe, Area Engineer

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
Dale D. Allen
Jerry Thackery
Dick Havig

RECEIVED
DEC 09 1986
OREGON DIVISION

Form 734-3122

9965

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: December 1, 1986

In Reply Refer to File No.: CON 5
9965

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-4-2(19) and HES-4-2(14)

Contract 9965 , Work Completed September 30, 1986

Project O.B. Riley Rd.-SE Brosterhous Rd./Arnold Ditch Struct.

Highway The Dalles-California

County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 4, 1987

for Dale E. Wilken
Division Administrator

BMW:ll

cc: L. Rulien
C. O. Fredrickson
Dale Allen
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
FEB 12 '87
REFER TO

NOTED
LARRY RULIEN

RECEIVED
DEC 02 1986
OREGON DIVISION

734-2023 (2-85)

CL 1986-0322
9965

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

November 4, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9965

Weiss, DesCamp, Botteri & Huber
Attorneys at Law
2300 U.S. Bancorp Tower
111 SW Fifth Avenue
Portland, OR 97204

We have received your Notice of Claim dated October 27, 1986, on behalf of Willamette Painting Co. against the following Highway Division contract:

FILED BY: Willamette Painting Co.

AMOUNT: $7,043.50

FOR: Labor and materials

AGAINST (PRIME CONTRACTOR): Douglas S. Coats, Inc.

CONTRACT NO.: 9965

PROJECT: O.B. Riley Rd.-S.E. Brosterhous Road (Bend) and Arnold Ditch Structure Sections, The Dalles-California Highway, Deschutes County

SURETY: Transamerica Insurance Co.

AGENT: Tromp and McKinley Insurance, Inc.

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been settled.

RECEIVED
NOV 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Fran Neavoll
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Tromp & McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

NOTED ON CARD
11-10-86 cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

From:

WEISS, DESCAMP, BOTTERI & HUBER
A PROFESSIONAL CORPORATION
ATTORNEYS AT LAW
2300 U S BANCORP TOWER
111 S W FIFTH AVENUE
PORTLAND, OREGON 97204

October 27, 1986

CERTIFIED MAIL - RETURN
RECEIPT REQUESTED

Douglas S. Coats, President
Douglas S. Coats, Inc.
P. O. Box 311
Bend, Oregon 97709

and

Secretary of State
State Capitol Building
Salem, Oregon 97310

NOTICE OF BOND CLAIM

To: State of Oregon Department of Transportation, Commission Services, Room 121, Transportation Building, Salem, Oregon 97310

NOTICE hereby is given that the undersigned Willamette Painting Co. has a claim for labor and materials furnished by Willamette Painting Co., in the sum of seven thousand forty three dollars and fifty cents, ($7043.50), against the bond taken from Douglas S. Coats, Inc. as principal and Transamerica Insurance Company as surety for the work of painting on the O. B. Riley Road-SE Brosterhous Road (Bend) and the Arnold Ditch Structure section of the Dalles-California Highway in Deschutes County, Oregon under original contract number 9965. Such material and labor was supplied to Douglas S. Coats, Inc..

Dan E. Ward,
President of Willamette
Painting Co.

10411

RECEIVED
OCT 31 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

19165

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 10 - 392	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Deschutes
PROJECT REPORT NUMBER	10-17	Project Number HES-4-2(14)
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 1, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 92,612	$ 100,253
Federal funds	$ 83,350	$ 90,227
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of OCT, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 10, 1986

FEDERAL AID PROJECT NO. HES-4-2(14)

ARNOLD DITCH BRIDGE SECTION
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering All Required $ 15,300.00

TYPE CODE Y007
BOX CULVERT EXTENSION (STA. 186+02 TO STA. 195+18)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Conc. Barriers, Reflec.	$ 10.00	75	$ 750.00	100	$ 1,000.00
Aggregate Base	8.00	30	240.00	105	840.00
Structure Excav.	10.00	100	1,000.00	136	1,360.00
4'x15'/20' Prest. Beams (PA #3A)	---	---	16,500.00	---	18,115.20
Notch Keyways @ Arnold Br. (FA #2)	---	---	---	---	2,325.69
			$18,490.00		$23,640.89

Increase	$ 5,150.89
Subtotal from estimate of March 19, 1985	68,722.00
Subtotal	$ 73,872.89
Engineering	11,080.11
Total	$ 84,953.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS 90%

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	141	$ 15,300.00	$ 13,770.00	$ 1,530.00
Structure	141	84,953.00	76,457.00	8,496.00
Total		$100,253.00	$ 90,227.00	$ 10,026.00

Group 2: 4%
Contract No. 9965
Prefix: 9-1924 P.E.
C09965
RLC:bkb

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-194	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Deschutes
MODIFICATION NUMBER 2	3-27-85	Project Number HES-4-2(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 15,300.00	$ 92,612.00
Federal funds	$ 13,770.00	$ 83,350.00
Other revisions		

This modification is made for the following reasons:

To include construction contract amounts.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of March, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 19, 1985

Federal Aid Project No. HES-4-2(14)

Arnold Ditch Bridge Section
The Dalles-California Highway
Deschutes County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 15,300.00
	Total	$ 15,300.00

Type Code Y007
Box Culvert Extension (Sta. 186+02 to Sta. 195+18)

Mobilization	Lump Sum	6%	Lump Sum	$ 7,800.00
Temporary Protection and Direction of Traffic	Lump Sum	10%	Lump Sum	150.00
Temporary Signs	Sq. Ft.	116	12.00	1,392.00
Temporary Barricades	Each	2	75.00	150.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	75	10.00	750.00
Flaggers	Hour	20	9.00	180.00
Clearing and Grubbing	Lump Sum	25%	Lump Sum	10,500.00
Stone Embankment	Cu. Yd.	1,930	7.00	13,510.00
Finishing Roadbed and Slopes	Lump Sum	25%	Lump Sum	375.00
Watering	M-Gal.	20	10.00	200.00
Aggregate Base	Ton	30	8.00	240.00
Class "B" Asphalt Concrete Mixture	Ton	5	19.00	95.00
Extra for Asphalt Approaches	Each	2	190.00	380.00

Bridge No. 1135A

Bridge Removal Work	Lump Sum	All	Lump Sum	1,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	1,600.00
Structure Excavation	Cu. Yd.	100	10.00	1,000.00
Structural Concrete, Class 3300, 50 C.Y.	Lump Sum	All	Lump Sum	9,950.00
Reinforcement, 4,470 lb.	Lump Sum	All	Lump Sum	2,350.00
4' x 15'/20' Prestressed Slabs	Each	12	1,375.00	16,500.00
				$ 68,122.00

Anticipated Items

Permanent Pavement Striping	All Required	$	500.00
Temporary Erosion Control	All Required		100.00
		$	600.00
	Subtotal	$	68,722.00
	Engineering		8,590.00
	Total	$	77,312.00

Length of Project --------------- 0.0 mile

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
P.E.	$15,300.00	$13,770.00	$1,530.00
Structure	77,312.00	69,580.00	7,732.00
TOTAL	$92,612.00	$83,350.00	$9,262.00

Group 2: 4%
Contract No. 9965
Prefix: 9-1924 P.E.
9-1043

CL/WH:me

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-22	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
		County DESCHUTES
MODIFICATION NUMBER 1		Project Number HES-4-2(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 18, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,300	$ 15,300
Federal funds	$ 5,670	$ 13,770
Other revisions		

This modification is made for the following reasons: To include approved increase in preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of January, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 26, 1984

FEDERAL AID PROJECT NO. HES-4-2(14)

ARNOLD DITCH BRIDGE SECTION
THE DALLES-CALIFORNIA HIGHWAY
DESCHUTES COUNTY

REVISED

PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$15,300.00
	TOTAL	$15,300.00

Length of Project --------------- 0.0 mi.

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$15,300.00	$13,770.00	$1,530.00
RETAIN IN PROGRAM			
Contract Work	28,000.00	25,200.00	2,800.00
TOTAL	$43,300.00	$38,970.00	$4,330.00

Group 1: 100%
Prefix: 9-1924

WH:pf

STATE COPY

5

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 8-33

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

8-18-83

State: Oregon

County: Deschutes

Project No.: HES-4-2(14)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 97, Approx. 3.5 mi. S of Bend SCL

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	8-2-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT: $ 6,300.00

FEDERAL FUNDS: $ 5,670.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator [illegible] 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon August 12, 1983

Federal-Aid Project No. HES-4-2(14)

Arnold Ditch Bridge Section
Dalles-California Highway
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 6,300.00
		Total	$ 6,300.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,300.00	$ 5,670.00	$ 630.00
Retain in Program			
Contract Work	28,000.00	25,200.00	2,800.00
Total	$ 34,300.00	$ 30,870.00	$ 3,430.00

Group 1 100%
Prefix:

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10109

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE September 24, 1986

8. FEDERAL ROUTE NUMBER FAP 4

9. STATE ROUTE NUMBER 4

10. GENERAL LOCATION:
O. B. Riley Road - Brosterhaus Road Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/19/86 we approve the revised Preliminary Engineering costs to a TEC of $261,800; Federal Funds $230,855.

(Increase TEC $40,980; Federal Funds $36,138)

14. DATE 9/30/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 19, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 10109
Project No. F-4-2(10)
O.B. Riley Road-Brosterhaus Road Section
Deschutes County

I request approval of a minor program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justifications.

The preliminary engineering costs for the subject project have exceeded the survey authorizations as indicated below.

Due to the unanticipated complexity and extensive city, county, and utility movement, various revisions were required which has effected an increase in a variety of activities. Activities 909/910 (R/W) has been included due to the addition of unanticipated right-of-way. Activity 903 (Bridge Design) has been added due to modifications required in the plans provided by the consultant. Activity 911 required additional funding for the unanticipated development of plans for permanent signing. Various activities have either increased or decreased slightly to reflect actual cost. This is the final request for this project.

The preliminary engineering costs are $261,800.00.

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Paul D. Singer
Region 4

Form 734-3122

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☒ Semi- FINAL INSPECTION

RECEIVED
STATE HWY ENGR
AUG 5 '86
REFER TO Fredrickson
FOR

8/8

REGION NO. 10	REPORT NO. 6	COUNTY Deschutes	DIVISION Oregon

IN COMPANY WITH J. Thackery, Project Manager; OSHD

DATE OF INSPECTION 7-8-86	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. F-4-2(19)4 and HES-402(14)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED S.C.D. %	WORK COMPLETED 99 %

O. B. RILEY - S. E. BROSTERHAUS RD. (BEND) SECTION
THE DALLES - CALIFORNIA HWY
Grading, Paving, Structures, Signing, and Signals

NOTED
W. E. SCHWARTZ

The project is now open to four lanes and the Addison Street revision is essentially complete.

The basic elements of the ice detection system are in place. However, the system is not yet considered fully operational. The ice detection system is an experimental feature on this project.

The west side bridge rail connection on both the canal structure and the railroad structure will have to be modified. This modification will also include an additional rail element on the railing. The railing as detailed on the approved shop drawings and as fabricated, did not allow for the curbing on which the railing was to be constructed. The railing was therefore higher than desirable. The contractor is now waiting fabrication of the new hardware. The cost of this work is anticipated to be approximately $10,000.

The drain wells drilled in the vicinity of the Addison Avenue intersection have been abandoned due to groundwater which was encountered in the drill hole. These wells have been sealed and capped. The water intended for these wells will now be piped across U. S. 97 to a natural waterway. This revision will require a trench to be dug across all lanes of U. S. 97. The work will be done during the evening hours to reduce traffic conflicts. The work should require 3-4 evenings to complete.

The project included painting of the new structural steel on the railroad structure and touchup of existing steel on the same structure. After painting work began, it became evident that more extensive work was required on the existing structural steel. The additional work was incorporated in a Price Agreement to the project at a cost of approximately $7,500. The painting work is now complete.

It appears that the project can be completed within the adjusted contract time. The time has been adjusted to provide for additional work which has been added to the project.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(19) & HES4-2(14)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10109 & 30159

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -3 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE December 18, 1985

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

O.B. Riley Road - S. E. Brosterhous Rd. & Arnold Ditch Structure

11. GENERAL DESCRIPTION OF WORK

Temporary Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 12/18/85 as requested in Mr. Fredrickson's letter of 5/20/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 11 is approved to a TEC of $800;
Federal Funds $705.

14. DATE 6/2/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON **INTEROFFICE MEMO**

TO: H. S. Coulter
State Highway Engineer

DATE: October 31, 1984 DES 23
8888A

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Supplemental Agreement No. 1
DMJM/Phillips-Reister-Haley Inc.
O. B. Riley-Brosterhous Road
BR 8888A

The purpose of the Supplemental Agreement is to extend the length of Contract 8097 by 30 days. This time extension is necessary to permit the consultant to respond to final comments that may arise during the review of the final P S & E.

We recommend approval of this time extension and request your signature authorizing this Supplemental Agreement, copies attached. Please forward both copies to the Consultant. He will return a fully executed copy for our files.

DGH:jrb

Attachments

cc: D. D. Allen, Region 4 /w/ attachment
Program Section /w/ attachment
D. Harmon /w/ attachment

Sent copy of ltr & agr to Dale Harmon asking if he had a fully executed copy - & to send us one. 6/4/85

5/30/86

2 cy agreement - Consultant
1 cy " Com. Serv.
1 cy " Gen. Files
11-5-84
cc ltr - Bridge

6/4/85
asked Bridge
for copy

5/30/86 see inside note

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

23-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 31, 1984 DES 23
8888A

FROM: Walter J Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Supplemental Agreement No. 1
DMJM/Phillips-Reister-Haley Inc.
O. B. Riley-Brosterhous Road
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We recommend approval of this time extension
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forward both copies to the Consultant. He wi
copy for our files.

DGH:jrb

Attachments

cc: D. D. Allen, Region 4 /w/ attachment
Program Section /w/ attachment
D. Harmon /w/ attachment

RECEIVED
STAT HWY ENGR
NOV 2 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

2 cys agreement - Consultant
1 cy " Com. Serv.
1 cy " Gen. Files
11-5-84
cc ltr - Bridge

6/4/85
asked Bridge
for copy

5/30/86
see inside
note

23-1387

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On September 6, 1984, approved Supplement No. 3 with The Balzhiser Group covering selection of art for the Springfield (Gateway) Office Building in Lane County. Total cost of supplement not to exceed $1,000. (Approved by W. E. Schwartz for State Highway Engineer.)

2) On September 25, 1984, established a temporary 45 MPH speed zone on Oregon Slough Bridge Section of the Pacific Highway No. 1 (I-5), M.P. 307.10 to M.P. 307.98, in the City of Portland, Multnomah County. (Temporary speed zone for duration of Contract No. 9903 or until signs are removed.)

3) On October 4, 1984, temporarily amended "Through Highways and Stop Signs Resolution No. 14" covering the Baker-Copperfield Highway No. 12 at the intersections of the Sparta Road and New Bridge Road in Baker County. (Due to slide, traffic was detoured over county roads around the closure from Highway 12, Sparta Road to New Bridge Road, in Richland, until repairs are made.) Amendment will remain in effect until highway is reopened and detour is no longer in use. (See H. S. Coulter's letter on file under "Through Highways and Stop Signs File No. 14h".)

4) On October 9, 1984, established a 35 MPH speed zone on the Oregon Coast Highway north of Waldport (Alsea Bay Bridge) 0.06 mile north of Bayshore Drive (M.P. 154.74) to 0.44 mile north of Alsea Highway No. 27 (M.P. 155.46) in Lincoln County. Rescinds "Speed Zone Order No. 909" dated August 12, 1984. ("Speed Zone Order No. 911")

5) On October 9, 1984, approved and signed Supplemental Agreement No. 1 with Chronic and Associates granting a time extension by 63 days for preliminary engineering work on the John Day Highway Bridges of the John Day Highway, Baker and Malheur Counties. All work to be done under the contract will be within 213 calendar days.

6) On October 9, 1984, approved an agreement with Wallowa County for the issuance of oversize/overweight vehicle permits for travel over County roads.

7) On October 11, 1984, approved an intergovernmental service agreement with Central Oregon Community College to conduct a workshop on October 18, 1984, relating to arc and oxygen-acetylene welding at a cost of $482.

8) On October 16, 1984, approved an intergovernmental service agreement with Treaty Oak Community College in The Dalles for a workshop relating to arc and oxygen-acetylene welding on October 16, 1984, at a cost of $424.

9) On October 19, 1984, declared an emergency and waived the prequalification requirements for contracts for the construction of public improvements on the State highway system that are required pursuant to OAR 734-10-005 as they relate to the contract for two temporary bridges over the Powder River in Baker County in connection with the Hole in the Wall Slide.

10) On October 19, 1984, approved a Memorandum of Understanding with the Telefax Communication Systems concerning a facsimile transmission machine installed in Room 102, East Salem Highway Building, Salem.

11) On October 22, 1984, approved and signed Supplemental Agreement No. 1 with Swan Wooster Engineering, Inc., covering the preliminary engineering work on the Woodburn Area Bridges in Clackamas and Marion Counties. Supplement covers a time extension to November 8, 1984.

12) On October 26, 1984, approved and signed Supplemental Agreement No. 1 with OBEC Consulting Engineers to increase the amount by $4,286.30 due to extra work performed on the Coquille River Bridge in Coos County. (Approved by E. S. Hunter for State Highway Engineer.)

13) On November 1, 1984, approved and signed Supplemental Agreement No. 1 with Daniel, Mann, Johnson & Mendenhall/Phillips-Reister-Haley Inc., covering the O.B. Riley-Brosterhous Road Project on The Dalles-California Highway in Deschutes County. Supplement extends time to November 9, 1984. All work shall be done within 210 calendar days. (Approved by E. S. Hunter for State Highway Engineer.)

14) On November 1, 1984, approved a site use agreement between the Highway Division and the Aeronautics Division covering property at the John Day State Airport in Grant County for a microwave repeater station. (Approved and signed by E. S. Hunter for State Highway Engineer.)

Dated this 5th day of November, 1984

E S Hunter
for H. S. Coulter, State Highway Engineer

11-6-84

9965

May 16, 1986

CON 5 - #9965

Frontier Iron Works
P.O. Box 13107
Salem, OR 97309

Attention: Harry D. Johnson
President

Thank you for your note of May 1, 1986, stating that the claim against Douglas S. Coats, Inc. has been satisfied.

This was in connection with Contract No. 9965 for work on O. B. Riley Road-SE Brosterhous Road (Bend) and Arnold Ditch Structure Sections of The Dalles-California Highway in Deschutes County.

This information will be noted in our records and we will advise the surety, agent, and contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Tromp and McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

bc: Secretary of State

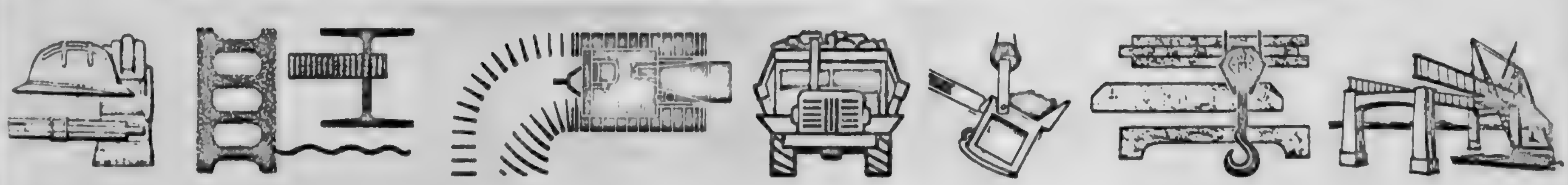
bbc: Bryant Jackmond

NOTED ON CARD
5-16-86cc

FKN:cc

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330



April 30, 1985

Office of Commission Services
Department of Transportation
Salem, Oregon 97310

RE: CONTRACT #9965 O B Riley Rd-SE Brosterhous Road

Dear Mr. Gormsen:

Please be advised that today we have paid in full the amount we owed Frontier Iron Works, 8,555.56, for work performed on the above project.

Sincerely,

DOUGLAS S COATS INC

Ruth L.
Secretary

CC:Tromp & McKinley Insurance, Inc
P O Box 1357
Eugene, Oregon 97440

Transamerica Insurance Co
1150 S Olive Street
Los Angeles, California 90015

RECEIVED
MAY 5 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
MAY 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

March 21, 1986

In Reply Refer To
File No.: CON 5
#9965

Frontier Iron Works
P.O. Box 13107
Salem, OR 97309

Attention: Harry D. Johnson
President

We have received your letter dated March 7, 1986, filing a claim against the following Highway contract:

FILED BY:	Frontier Iron Works
AMOUNT:	$8,555.56
AGAINST (Prime contractor):	Douglas S. Coats, Inc.
CONTRACT NO.:	9965
PROJECT:	O.B. Riley Rd.-SE Brosterhous Road (Bend) and Arnold Ditch Section, The Dalles-California Highway, Deschutes County
SURETY:	Transamerica Insurance Co.
AGENT:	Tromp and McKinley Insurance, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, CA 90015

Tromp and McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

CLAIM SATISFACTORLY
COMPLETED
5-1-86
Harry D. Johnson President

[illegible]

jc c: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 5	COUNTY Deschutes	DIVISION Oregon

IN COMPANY WITH
J. Thackery, Project Manager; OSHD

DATE OF INSPECTION April 7, 1986	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. F-4-2(19) & HES-4-2(14)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 88 %	WORK COMPLETED 94 %

RECEIVED
STATE HWY ENGR
APR 15 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
[illegible]
4/17

O. B. RILEY ROAD - S. E. BROSTERHAUS RD. (BEND) SECTION
THE DALLES - CALIFORNIA HIGHWAY
Grading, Paving, Structures, Signing, and Signals

WORK COMPLETED

Bridge No. 8888A	98% Complete
Bridge No. 8887B	96% Complete
Bridge No. 1135A	100% Complete

The Addison Avenue reconnection work is nearly complete. The traffic signals at this intersection should be turned on by next week.

WORK IN PROGRESS

Working on retaining wall in front of the Ford dealership building. Building impact panels on the railroad structure. Removing the west curb from the old portion of the canal structure. Miscellaneous work in the vicinity of Addison Avenue.

COMMENTS

The previous report indicated that the progress of the work was unsatisfactory. Since that time the contractor requested and was granted a time extension due to the additional work required as a result of the construction of the Addison Street connection which is being accomplished by Price Agreement. The time extension is for 82 calendar days. The progress of work is now listed as satisfactory.

The plans call for the removal of the westerly existing rail and curb on both the railroad and the north canal structures. A new curb and railing is then specified. The contractor has removed the railing and has begun removing the curb beginning with the canal structure. The contractor has requested a change in the curb removal work such that some of the old curb may be saved and used in the new work. This request is presently under discussion.

- DBC -

Form FHWA-1446A
(Rev. 2-84)

CL 1986-0139
9965

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 28 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 21, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#9965

Frontier Iron Works
P.O. Box 13107
Salem, OR 97309

Attention: Harry D. Johnson
President

We have received your letter dated March 7, 1986, filing a claim against the following Highway contract:

FILED BY:	Frontier Iron Works
AMOUNT:	$8,555.56
AGAINST (Prime contractor):	Douglas S. Coats, Inc.
CONTRACT NO.:	9965
PROJECT:	O.B. Riley Rd.-SE Brosterhous Road (Bend) and Arnold Ditch Section, The Dalles-California Highway, Deschutes County
SURETY:	Transamerica Insurance Co.
AGENT:	Tromp and McKinley Insurance, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, CA 90015

Tromp and McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

RECEIVED
MAR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
PRI

73-0181 (10-85)

FRONTIER
IRON WORKS
Rebar placement
P.O. Box 13107
Salem, Oregon 97309
503/390-2303
503/362-8029

March 7, 1986

To: Department Of Transportation
Robert W. Gormsen

Subject: Contract Number 9965

Dear Sir,

Please be advised that our firm, Frontier Ironworks, has been owed the sum of 8,555.56 (Eight Thousand, Five Hundred Fifty-Five Dollars and Fifty-Six cents) since November 1985, for Sub-Contract work on the above project. Anything that you can do to help in this matter would be greatly appreciated.

Thank you very much,

Harry D. Johnson

Harry D. Johnson, President
Frontier Ironworks, Inc.

RECEIVED
MAR 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9965

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: March 6, 1986

TO: Oregon Transportation Commission

3b

CON 5
9965

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
O.B. Riley Rd.-SE Brosterhous Rd. (Bend) and Arnold
Ditch Structures Section
The Dalles-California Highway, Deschutes County
Contract No. 9965

This federal aid project is nearly finished with completion anticipated in June, 1986, and it now appears that the final cost will exceed the project authorization by $275,000 or 13 percent.

A new connection to Addison Avenue was added to the project in cooperation with Deschutes County. This will provide safer and more convenient operation of the facility by allowing the closure of Division Street (formerly First Street) east of the highway. This work has added approximately $83,800 to the cost of the project.

Construction of the project created a steep and ragged cut slope between the sidewalk and an adjacent car sales lot. This condition was causing erosion of topsoil and a loss of area to the lot, and presenting a dangerous drop-off condition for customers. Construction of a retaining wall and cyclone fence to provide adequate safety and prevent property damage added more than $27,600 to the project cost.

Standing water which was very dangerous to the traveling public was found at the intersection of Third Street and Underwood Avenue during spring runoff and flash flooding at times formed a lake. Installation of additional inlets and drainwells to alleviate this condition increased project costs by more than $19,500.

An ice detection system was added to the Swalley Canal Bridge as part of a study of the experimental use of these systems and to provide increased safety of the motoring public. This was an anticipated item in the project authorization but the cost exceeded the funds provided by more than $15,000. There were also a number of smaller overruns encountered during construction of the project, and

Form 734-3122

the construction engineering costs are expected to increase because of the need to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $275,000 to a new total of $2,431,252.63. This matter will be on the consent calendar for the March 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
D. D. Allen
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: March 6, 1986

FROM: O. B. Jackmond
Contract Administration Engineer

O. B. Jackmond

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 6 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: Request for Increase in Project Authorization
O.B. Riley Rd.-SE Brosterhous Rd. (Bend) and Arnold Ditch Structures Section
The Dalles-California Highway, Deschutes County
Contract No. 9965

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $275,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. D. Allen
J. C. Thackery
B. M. Walton
D. L. Trout

January 23, 1986

CON 5

Douglas S. Coats, Inc.
P.O. Box 311
Bend, Oregon 97709

Time Extension Request
O. B. Riley Rd.-Brosterhous Rd.
Contract No. 9965
FAP No. F-4-2(19)

Your request for additional contract time in which to complete phase "a" of the above project has been very carefully reviewed. You have requested an additional 25 days due to various claimed delays on Bridge #8888A; an additional 56 days due to various claimed delays on Bridge #8887B; an additional nine days due to various claimed delays in grading; and an additional 25 days due to changes and added work at Addison Avenue.

The request for additional contract time due to the claimed delays on Bridge #8888A is denied for two reasons. First, no notice of these delays was submitted as required by subsections 108.08 and 108.09 of the contract provisions. Second, this work was not on the critical path for the project and did not delay project completion.

A contract time adjustment of an additional 24 calendar days is granted for phase "a" of the contract due to late return of shop drawings for Bridge #8887B. The contract provides 21 days for shop drawing review. They were returned to you in 45 days. The remaining delays claimed on Bridge #8887B are denied due to lack of required notice of delay.

The request for an additional nine days due to grading delays is denied due to lack of required notice.

The contract time of completion for phase "b" of this contract was previously adjusted from 350 calendar days to 432 calendar days due to the changes made at Addison Avenue. This adjustment was incorrectly applied to phase "b" since the Addison Avenue work affected phase "a" of the contract and not phase "b". The contract time of completion for phase "b" of the project is hereby changed back to the specified 350 calendar days.

The specified completion date for phase "a" of the contract was September 30, 1985. The contract also requires that no top lift (wearing course) asphaltic concrete pavement be placed between October 1 and April 1. Contract time was charged from October 1 to December 14 when a stop work order was issued. It is now apparent that the stop work order should have been issued on October 1. These 74 calendar days charged to phase "a" of the contract are hereby returned to you.

You were also verbally instructed not to perform certain bridge rail work. A contract time adjustment of an additional 16 calendar days is granted for phase "a" to permit completion of this work.

A retaining wall has been added to the contract by Price Agreement No. 8 and has yet to be constructed. A contract time adjustment of an additional 13 calendar days is granted for this added work.

In summary, contract time count will be stopped on phase "a" on October 1, 1985 and will start again on April 1, 1986. The adjusted contract time of completion for phase "a" of this contract is May 24, 1986. The contract time of completion of phase "b" of this contract is 350 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
Dale D. Allen
Jerry Thackery
Bruce Walton

9965

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 12, 1985

In Reply Refer to
File No.:

CON 5

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Re: Time Extension Request
O. B. Riley Rd.-Brosterhous Rd.
Contract No. 9965
FAP No. F-4-2(19)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 120 days of contract time due to the additional work to be performed in the construction of Addison Street.

Our evaluation indicates that the additional work on Addison Street warrants 82 calendar days of additional contract time. A contract time adjustment of an additional 82 calendar days is therefore granted for completion of phase "b" of this contract. The adjusted contract time for completion of phase "b" of this contract is 432 calendar days.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Jerry Thackery.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
D. D. Allen w/att.
Jerry Thackery w/att.
FHWA w/att.
Bruce Walton

TE/240

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: November 22, 1985

FROM: Steve Macnab
Steve Macnab
Region Operations Engineer

SUBJECT: O. B. Riley--Brosterhous Road
Addison Avenue Extension
Contract #9965

Attached is a request for additional time on this project for construction of Addison Street which we added to the contract by Price Agreement. No additional time was included on the PA.

The Contractor has been on penalty time since the end of September. I am requesting that we allow an additional 82 calendar days for the Addison Street work per Jerry Thackery's analysis. We feel this amount of time is reasonable for the work to be done.

I would appreciate anything you can do to expedite that review and approval of a time extension for the Addison Street work. If you need additional information please let me know.

A second request for time on the main contract will be submitted at a later date.

12-11-85

SHM:br

W. E. Schwartz -

I concur with Region and P.M. and recommend a 82 C.D. time extension.

O. B. Jackmond

CC: Jerry Thackery

RECEIVED
CE.... CAE D.... LS...... TC......
DCE.... CM.... SA...... CC......
OE .... FC...... CP......
1985
CA........ FOC........
CAN .... CONSTRUCTION OCS........
EEO........ SECTION FILE. ....

25-1367

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(19)&HES-4-2(14)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10109 & 30159

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

CEIVED
HWY ENGR
DEC 13 '85
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE October 9, 1985

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
O. B. Riley Road - S. E. Brosterhous Rd. & Arnold Dutch Structure

11. GENERAL DESCRIPTION OF WORK
Installation of a Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10-9-85 as requested in Mr. Fredrickson's letter of 11-27-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 9 is approved to a TEC of $30,210; Federal Funds $26,631.

14. DATE 12/12/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

cc-F hen OSHD **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STAT. HWY ENGR
DEC 3 '85
REFER TO Fredrickson
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy
12/6

(Check appropriate box)

☐ INITIAL INSPECTION

xXX INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

FINAL INSPECTION

REGION NO. 10	REPORT NO. 4	COUNTY Deschutes	DIVISION Oregon

IN COMPANY WITH
J. Thackery, Project Manager, S. MacNab, Region 4 Operations Engineer, OSHD

DATE OF INSPECTION 11/12/85	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. F-4-2(19) and HES-4-2(14)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 118 %	WORK COMPLETED 78 %

O.B. RILEY ROAD - SE BROSTERHOUS ROAD SECTION
The Dalles - California Highway
Grading, Paving, Structure, Signing & Signals

NOTED
W. E. SCHWARTZ

Work Completed

The North Canal Bridge widening is ready to open for traffic on a temporary basis. Some concrete finishing and other miscellaneous work remains to complete the work at this site.

The railroad bridge is nearly ready to open to traffic on temporary basis. A temporary expansion joint needs to be installed at Bent No. 2 before the structure can be opened to traffic. A temporary expansion device is being installed as the permanent device could not be obtained at this time. The permanent device will be installed at a later date.

Work in Progress

O. B. Riley Road - None. An early winter storm has caused the work to temporarily halt.
Arnold Ditch - Pouring concrete at Bents Nos. 1 and 2.

Comments

It is hoped that the new work can be opened to traffic within the next several weeks on a temporary basis so that motorists can benefit through the Winter from the added safety and operational improvements realized from this project.

The contract documents specify that all work except the Arnold Ditch items be completed by September 30, 1985 with all work to be completed within 350 calendar days. The O.B. Riley portion of the work has not been completed with the specified completion date, consequently the progress of this portion of the project has been listed as being unsatisfactory. In addition, the contractor will incur all expenses necessary to temporarily open the O. B. Riley part of work at no cost to the project.

Additional work has been added to the contract at Addison Avenue. This work will result in a new connection to Addison Avenue from U.S. 97 and will allow for the closing of Division Street (formerly 1st Streeet) east of U.S. 97. See my memorandum of October 10, 1985 for more information on this revision. All work involved in this revision is being incorporated into the project by Price Agreement. An agreement

*U.S. GPO: 1985-466-565

will be reached between the OSHD and Deschutes County on the installation and operation of a traffic signal on U.S. 97 at Addison Avenue.

Construction of the new grade south of the railroad bridge has left a significant, near vertical, rock cut between approximately Station 29+80 and 31+85. This is in the area of the present Ford car dealership. To protect pedestrians and to also provide increased safety to motorists, it is necessary to construct a retaining wall. The retaining wall would reach a maximum height of approximately seven feet and taper to a minimum height of approximately two feet. A chain link fence would be constructed on top of the wall. Several wall designs are under consideration. The present estimate of cost is approximately $30,000. I have reviewed this area in the field and agree that it is desirable to construct this wall.

#########

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

September 16, 1985

In Reply Refer to
File No.:

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

CON 3

RECEIVED
STAT.. HWY ENGR
SEP 17 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

NOTED
W. E. SCHWARTZ

Re: O. B. Riley Rd.-SE Brosterhous Rd. (Bend)
and Arnold Dutch Structure
FAP No. F-4-2(19) and HES-4-2(14)
Contract No. 9965
Show Cause Rescission

On September 10, 1985, you received a 30-day show cause notice delivered from this office for failing to implement the required contract requirements pertaining to equal employment opportunity.

Your corrective action plan, discussed and submitted after the compliance conference held on September 10, 1985, has been reviewed and determined to be acceptable. Your implementation of your corrective action plan shows that you are now taking the required affirmative action and can be considered in compliance with Executive Order 11246, as amended. If it should later be determined that your corrective action plan is not sufficient to achieve compliance, this rescission shall not preclude a subsequent finding of noncompliance.

In view of the above, this letter is to inform you that the 30-day show cause notice dated September 4, 1985, is hereby rescinded. You are further advised that if it is found that you have failed to comply with the provisions of your corrective action plan, formal sanction proceedings will be instituted immediately.

ORIGINAL SIGNED BY
L. W. RULIEN

Larry W. Rulien, P.E.
State Highway Engineer

LWR:JLW:mk

bc: Dale E. Wilken, FHWA/att.
C. O. Fredrickson
W. E. Schwartz
Thomas Jones, Jr.
Jack Sollis

CSCR

734-2023 (2-85)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

In Reply Refer to
File No.:

September 4, 1985

NOTED
W. E. SCHWARTZ

CON 3

RECEIVED
STATE HWY ENGR
SEP - 5 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

Gentlemen:

O.B. Riley Rd.-SE Brosterhous Rd.
(Bend) & Arnold Dutch Structure
FAP No. F-4-2(19) & HES-4-2(14)
Contract No. 9965
Show Cause Notice

As a result of the review on the above project conducted on August 15, 1985 by the Oregon State Highway Division, it is our determination that you are not in compliance with your equal opportunity requirements and that good faith efforts have not been made to meet your equal opportunity requirements in the following areas:

1. Failure to meet the workforce goals for minorities in the carpenter, laborer, operator and cement mason crafts and female goals in the carpenter, operator and cement mason crafts.

2. Failure to provide evidence which demonstrates that good faith efforts were made during the review period.

Your failure to take the contractually required affirmative action has contributed to the unacceptable level of minority and female employment in your operations, particularly in the semi-skilled and skilled categories of employees.

The Federal Highway Administration Title 23 CFR 140 regulations are applicable to your Federal and/or Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, Form PR-1273, Clause II). Title 23 USC 140 provides that when equal opportunity deficiencies exist, it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance. The commitment must include the specific action which you propose to take to correct each deficiency and the date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction. In accordance with instructions issued by the Federal Highway Administration your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority and female representation at each level of each trade and a list of minority employees.

You are specifically advised that making the commitment discussed above will not preclude a further determination of noncompliance upon a finding that the commitment is not sufficient to achieve compliance.

We will hold a compliance conference at 710 SE Logsden Street, Bend, Oregon at 1:30 p.m. on September 10, 1985 for you to submit and discuss your written commitment. If your written commitment is acceptable and if the commitment is sufficient to achieve compliance, you will be found in compliance during the effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration and the Department of Transportation and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If you indicate either directly or by inaction that you do not wish to participate in the scheduled conference and do not otherwise show cause within 30 days from receipt of this notice why enforcement proceedings should not be instituted, this agency will commence enforcement proceedings under Title 23, USC 140.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal opportunity contract requirements has taken place, any Federal and/or Federal-aid highway construction contracts or subcontracts which you hold may be canceled, terminated, or suspended, and you may be debarred from further such contracts or subcontracts. Such other sanctions as are authorized by the Department of Transportation may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to Thomas Jones, Jr., Manager, EEO, MBE & Labor Compliance, Highway Division, Department of Transportation, Transportation Building, Salem, Oregon 97310, Phone (503) 373-7213.

Sincerely,
ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter, P.E.
Acting State Highway Engineer

ESH:mk

Encl. Conciliation Agreement

bc: W. E. Schwartz
Jack Sollis
C. O. Fredrickson
Thomas Jones, Jr.
Dale E. Wilken w/attach (3)

1165

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

July 26, 1985
IN REPLY REFER TO
HPR.1-OR/430.2
X-Ref/F-4-2(19)

[illegible]
TRA 7-5
SP

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

"Bridge Deck Ice Detection System"

Mr. Robert N. Bothman's July 16, 1985 letter requested our review and approval of the subject work plan for the installation of an experimental ice detection system. We have reviewed the material and approve the ice detection system for installation on the Swalley Canal Bridge.

Sincerely yours,

John T. Price
for Dale E. Wilken
Division Administrator

cc:
OSHD (Robert C. Blensly, Res)
OSHD (Gary Potter, Prog)
OSHD (Walt Hart, Br)
Washington, D. C. HHO-41 w/encl
ltr 7-16-85, OSHD to FHWA
Work Plan and 1461
Region HPP-010.6 w/encl

RECEIVED
STATE HWY ENGR
JUL 30 '85
REFER TO
Blensly
FOR

Info	Inves	R/D	O/R	Sign	Act	File
					X	

cy
ESH

jc **STATE COPY** cc: C. Carter
cc: OSHD (Coulter) D. Harmon

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Deschutes	DIVISION Oregon

IN COMPANY WITH
D. Harman, OSHD Discussed with J. Thackery, OSHD

DATE OF INSPECTION July 17, 1985	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. F-4-2(19)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED * 71 %	WORK COMPLETED 42 %

O. B. RILEY - S. E. BROSTERHOUS ROAD

This project was inspected to evaluate the quality of work and footing elevation change at Bent 5.

1. R/R O'XING

   This substructure is complete for Bents 1, 3, 4 and 5. Columns are poured for Bent 2 and the Bent 3 cap is formed and reinforcing steel in place.

   N. CANAL O'XING

   The substructure is complete, the beams are in place and the diaphragms are poured.

2. R/R O'XING

   Bent 2 - 2 men with a telescope boom truck rig are placing falsework for the cap.

   Bent 3 - 2 men are finishing the cap forms.

   N. CANAL

   Bent 1 - 2 men are stripping forms.
   Bent 4 - 2 men are stripping forms.

3. The work to date is satisfactory. The R/R O'Xing needs dowels drilled into the cap at Bent 4 and the State will have the contractor complete this work prior to casting the section between the girder. The footing elevation change correction at Bent 5 is very massive but acceptable. (The rockline was not according to the plans). All footing elevations have been different than shown on the plans.

A

RECEIVED
STATE HWY ENGR
JUL 23 '85
REFER TO Construction
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

7/24

(Continued)

Form FHWA-1446A
(Rev. 2-84)

The quality of work is acceptable throughout the project.

*There have been many field dimension verifications and plan sheet checks that were necessary before allowing work to proceed. On the No. Canal structure dimensions given for precast beams varied from field dimension. Cost for the unused beam is not eligible for Federal-Aid. On the steel girder (3 week delay) dimensions were checked several times before the correct length was found. Some of the hold up is from the State due to communication and lack of experienced personnel. All of this has held up the contractor. The State has a log of the delays and will summarize the totals soon. The disposition of these delays need careful evaluation.

#######

t

[illegible]
TRA [illegible]

DATE: July 16, 1985 RES

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Proposed Experimental Features Project
"Bridge Deck Ice Detection System"
FA Project No. F-4-2 (19)

Enclosed for your review and approval are three copies of a work plan for the evaluation of an experimental ice detection system to be installed on Swalley Canal Bridge on the subject project.

A similar installation was previously installed and found to be effective on the Fremont Bridge in Portland. This project will evaluate the effectiveness in the different and more severe environment occurring at Bend. Since the system was found to be acceptable on the Fremont Bridge, a one-winter evaluation is considered sufficient to judge performance in this location. A final report covering both installation and performance will be submitted no later than July 1, 1986.

An estimate of the evaluation cost and the initial Form 1451 are also attached.

If any additional information is required to obtain your approval, please let us know.

Attachments

cc Robert C. Blensly
Dale Allen w/att.
Gary A. Potter w/att.

RNB:nl lkm

EXPERIMENTAL ICE DETECTION SYSTEM

Swalley Canal Bridge

Cost of Evaluation

Installation Narrative	
1 man-day @ $150.00	$150.00
Inspection	
6 man-days @ $125.00	750.00
Report Preparation	
3 man-days @ $150.00	950.00
	$1350.00

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT	EXPERIMENTAL PROJECT NO. STATE YEAR NUMBER SUF. 1 OR 85-02	CONSTRUCTION PROJ. NO. 8 F-4-2- (19)	LOCATION 28 Deschutes County
	EVALUATION FUNDING 48 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION	NEEP NO. 49	PROPRIETARY FEATURE? 51 ☒ YES ☐ NO
SHORT TITLE	TITLE 52 Bridge Deck Ice Detector System		
THIS FORM	DATE MO. YR. 140 07-85	REPORTING 144 1 ☒ INITIAL 2 ☐ ANNUAL 3 ☐ FINAL	
KEY WORDS	KEY WORD 1 145 Safety	KEY WORD 2 167 Snow Ice Control	
	KEY WORD 3 189 Detection	KEY WORD 4 211	
	UNIQUE WORD 233	PROPRIETARY FEATURE NAME 255 SSI Scan	
CHRONOLOGY	Date Work Plan Approved: MO. - YR. 277	Date Feature Constructed: MO. - YR. 281	Evaluation Scheduled Until: MO. - YR. 285
	Evaluation Extended Until: MO. - YR. 289	Date Evaluation Terminated: MO. - YR. 293	
QUANTITY AND COST	QUANTITY OF UNITS *(Rounded to whole numbers)* 297 1	UNITS 305 1 ☐ LIN. FT. 2 ☐ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☐ TON 6 ☐ LBS. 7 ☐ EACH 8 ☒ LUMP SUM	UNIT COST *(Dollars, Cents)* 306
AVAILABLE EVALUATION REPORTS	315 ☐ CONSTRUCTION	☐ PERFORMANCE	☐ FINAL
EVALUATION	CONSTRUCTION PROBLEMS 318 1 ☐ NONE 2 ☐ SLIGHT 3 ☐ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE	PERFORMANCE 319 1 ☐ EXCELLENT 2 ☐ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☐ UNSATISFACTORY	
APPLICATION	320 1 ☐ ADOPTED AS PRIMARY STD. 2 ☐ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY	4 ☐ PENDING 5 ☐ REJECTED 6 ☐ NOT CONSTRUCTED	*(Explain in Remarks if 3, 4, 5, or 6 is checked)*
REMARKS	321 Initial Report 700		

FORM FHWA 1461
(REV. 8-79)

Previous Editions are Obsolete

THE EXPERIMENTAL USE OF ICE DETECTION SYSTEMS

Oregon State Highway Division

The Dalles-California Highway at Bend
O.B. Riley Road-S. E. Brosterhous Road Section

Introduction

During the winter season, one of the main concerns of the Oregon DOT is the safety of the motoring public. During the recent hard winters, there has been a demonstrated need for a means of better monitoring conditions of roads and bridges for ice formation and for snow or frost conditions remaining on those pavement surfaces.

Bridge decks are particularly vulnerable to rapidly changing freeze and thaw conditions. A number of locations both in the U.S. and abroad have installed ice detection systems and the result has been significant, with positive evidence of their utility and value. Reports from these areas justify expanded use of such installations.

Although the proposed SCAN System has drawn very favorable comments, it has not yet been removed from experimental status. The purpose of this work plan is to outline a proposal to install and evaluate a SCAN snow, ice and frost road sensor system and to request that the Federal Highway Administration participate with the Oregon DOT in supporting this project.

This installation would be done under the requirements of FHPM6-4-2-4. We have attached sample reports from the various installations of SCAN Systems from around the country in support of this application.

Project Description

The project proposed by the Oregon DOT includes installation of a snow, ice and frost road detector system at one remote site in Bend, Oregon on US 97 at the Swalley Canal Bridge. Road surface sensors and atmospheric sensors will be installed at the location.

The central monitoring location will be at the Oregon Dep't of Transportation Office at 63055 N Highway 97 in Bend, Oregon. The equipment installed at this location is the central processing unit (CPU), for the collection, storage, and presentation of all sensor information.

This system can be monitored on a twenty-four hour basis, directly at the CPU location and at the Oregon State Highway Patrol Office next door or on an on-call basis at night and on weekends. The maintenance foreman in the Bend area can take a portable terminal printer to his home. From there, the foreman can dial a telephone number at the CPU to gain access to all the information which he needs to predict call-out requirements for the maintenance crew.

Objective

This system is still classified as experimental; however, the experiences in other communities and states where this equipment has been used indicate that it is a fully operational and reliable system once installed. The purpose of this experiment is to verify and document, under actual field conditions, the reliability of this detection system in predicting snow, ice and frost conditions as they affect the safety of vehicular operation. It will further indicate the usefulness and applicability of this system in our highly variable climate.

The system will be evaluated for expansion to other sites to provide more efficient management of snow and ice equipment.

System Features

The system proposed for this experimental installation consists of equipment specifically developed for supplying road surface conditions, such as dry, wet, frost covered, snow covered, or icy. Atmospheric conditions including air temperature, relative humidity, precipitation, dew point, water level, and critical temperature changes are noted by other sensors.

The system includes and operates in the following manner:

1) Each of 4 surface sensors placed in the roadway and structure deck transmits surface temperature and condition to the remote processor unit, RPU.

2) Each atmospheric sensor (mounted on a pole), transmits the climatic data such as falling precipitation, to the RPU.

3) The RPU is a micro-processor which has the capability of transmitting the collected data to the central processing unit, CPU.

4) The CPU is actually a mini-computer that communicates with all of the RPUs and feeds or directs the collected information to individual units such as video terminals, personal computers, or portable terminal printers which can be located anywhere.

5) Once installed, the system will be compatible with other existing computer equipment at other districts in the Oregon DOT and airports and will provide a wide access by personnel to the information which is being gathered at the remote points.

Installation

The system will be installed by a contractor or Oregon DOT crews in accordance with the manufacturer's recommendations and instructions. The manufacturer will have a field representative on site to provide technical assistance during the installation of the surface sensor units. Once all of the equipment is mounted, the manufacturer will assist in hooking up the equipment, and will then commission the equipment. The manufacturer's representative has indicated a willingness to help train the people who will actually be working on and maintaining this equipment in the future years.

Evaluation

The effectiveness of the system will be evaluated by comparing the data observed by the instruments with visual/manual field inspections of road conditions. These comparison observations will be made throughout the winter of 1985-86. Observation recording sheets (similar to those attached) will be filled out by maintenance personnel during normal daily activities. Special inspections will be made for the most part during expected freezing conditions, or at times when freezing conditions are predicted by weather forecasters. As back-up for the visual inspections and in conjunction with them, the sensor system will be set up to print a permanent record of all conditions on a hard copy printer.

Cost Estimate

1 remote processor unit
4 surface sensors
1 air temperature sensor
1 relative humidity sensor
1 precipitation sensor
1 wind speed/direction sensor
1 central processor unit (with associated hardware)
1 terminal
1 printer
1 remote terminal
2 portable terminals

TOTAL COST $63,052.00 plus cable and installation

Benefits and Advantages of the System

The system does not take responsibility away from the decision-maker. It simply gives the user additional information, never before available, to enable him/her to make better informed decisions which, hopefully, will reduce operating costs and safety hazards.

If the program is as successful as anticipated, it should lead to increased motorist safety and better long range efficiencies in the Oregon DOT snow removal and ice control program.

It is an early warning device. By its indication of rapid temperature shifts, dew point levels, and the relative level of de-ice chemical present, the operator can more accurately predict the event of surface icing conditions which would make the roadway hazardous for driving.

It will record data which will help establish a relationship between ambient air and road surface conditions and temperatures. Once these relationships are identified as a pattern, it will be easier to make future predictions of conditions which lead to hazardous winter roadways.

The installation of sensors in both the structure deck and the adjacent roadway will help determine a relationship of the differences in roadway and deck surface temperatures. It is assumed that a pattern could be identified which would, again, lead to more reliable predictions.

It is expected that the system will provide advantages in scheduling the use of manpower during the snow season. It should result in fewer premature or incorrect call-outs requiring additional overtime payment for crew workers.

As an augmentation to the weather forecasts, which often do not accurately reflect localized conditions, it is expected that the Oregon DOT crews can be more accurate and effective in their placement of sand. They should be able to better anticipate problems and plan to give those areas early extra attention.

SCAN INSTALLATION REPORTS

The following eight (8) reports are from city, county and state road departments using the SCAN 16 Snow, Ice, and Frost Road Sensor System. These reports were submitted to local FHWA offices or to other monitoring agencies.

Report 1: City of Chicago, Illinois - the Streets and Sanitation Department installed the system in the fall of 1982. The Illinois Toll Authority has added a remote bridge location to the system, and the City is installing four additional locations.

Report 2: City of Columbus, Ohio - the City installed the SCAN System in 1982 and has reported a 96% accuracy of data. The State of Ohio, district office, is now also using the system. Software changes have been made to the system to allow shared space on communication lines. The State and City have plans in progress to expand to four additional sites.

Report 3: State of Washington - The Department of Transportation installed the SCAN System in the fall of 1981. The State has plans to expand to other districts.

Report 4: State of Oregon - The Department of Transportation installed the SCAN System in 1981. A bridge location was added the following year. Two (2) remote sites were added to the system in 1983. Also, Multinomah County added a remote site to this system in 1983. Most districts throughout the State currently have SCAN projects underway.

Report 5: State of Maine - The Department of Transportation installed SCAN Systems in 1980 and after three years reported over 90% accuracy of data. This is an earlier model of the system not manufactured since 1979.

Report 6: City of St. Louis - The Street Department installed a SCAN System in 1980 at one location and expanded the system with two additional remote sites in 1982. The City added a fourth bridge site to the system in 1984. Reported accuracy of the system is greater than 95%. Additional sites are currently being added.

Report 7: State of Illinois - The Department of Transportation installed the SCAN System in the fall of 1983.

Report 8: State of Michigan installed the SCAN System in the fall of 1982. Both the research and maintenance groups participated in this comprehensive evaluation of the system. The system accuracy with the latest software is greater than 90% with very high marks for system reliability. The DOT has plans to install additional remote sites in other districts.

SOME OF THESE REPORTS ARE PARTIAL; ENTIRE REPORTS ARE AVAILABLE UPON REQUEST

1/17/85

REPORT #1

May 4, 1983

Federal Highway Administration
18209 Dixie Highway
Homewood, IL 60430

Attn: Mr. Jerry Poston
Director of Design

Dear Mr. Poston:

The City of Chicago installed the SCAN 16 EF roadway sensor system in the fall of 1982. A total of (12) twelve road surface sensors were installed at three separate bridge locations throughout sections of the city. The system was completely installed in a very short time with our own personnel from the Bureau of Electricity.

The system has worked very well since the commissioning date, and has proven to be well worth its' initial investment. The system is an information-gathering tool which assists in our snow and ice control program.

The SCAN video monitor is located next to the "color radar display" in our Communication Center at City Hall. On several occasions this winter, the system alerted our staff of potentially icy roads prior to hazardous driving conditions. Salting and sanding operations were initiated that helped to prevent accidents around the city.

Also, the SCAN system is useful in determining when road conditions do not warrant salting and sanding operations. Particularly useful in decision making are the surface temperatures and the salt present on roadway displays. Whether it is an impending storm or early morning frost, the system assists in determining the appropriate course of action to take. There is no question that our operation is more efficient with the addition of SCAN to our operation, and the cost savings realized are significant.

A year ago, the City approached Illinois Department of Transportation and the FHWA office in Homewood and were informed that the SCAN system has been classified as experimental since 1978. Based on the City of Chicago's experience this past winter, it is our opinion that SCAN is an operational system and should be considered as such. Our department would like to eventually expand the SCAN system to other locations around the City and feel that it warrants federal participation.

Very truly yours,

James F. Callahan
Deputy Commissioner

JFC:meo

cc: J. Waldman

REPORT #2, updated

City of Columbus
Mayor Dana G. Rinehart

Public Service Department
Gisela B. Rosenbaum, Director

September 21, 1984

Mr. Eluster Fields, P.E.
District Deputy Director
Ohio Department of Transportation
District 6
400 E. Williams St.
Delaware, Ohio 43015

Attn: James T. Smith

Dear Mr. Smith:

As you are aware, over the past winter we have been utilizing a Scan Moisture, Frost and Ice early Warning System manufactured by Surface Systems, Inc. We believe this system has been helpful in providing information on snow and ice conditions so that better decisions can be made on the use of personnel, equipment, and materials.

Columbus maintains approximately 1,500 miles of streets in addition to approximately 275 lane miles on the Interstate System. We receive an average snowfall of 28.6 inches per year in the following manner:

Snowfall Accumulation	Number of Occurrances*
Trace	30.1
0.1-0.3 inches	13.1
0.4-0.7 inches	5.0
0.8-1.0 inches	2.5
1.1-2.0 inches	4.5
2.1-3.0 inches	1.5
3.1-4.0 inches	.7
4.1 + inches	1.0

* average occurrances per year between 1974 and 1983

With the large number of light accumulations it is easy to see that the decision to salt the streets can have a significant impact on the budget and on the environment. We have found it to be crucial to have good information available to the manager.

Columbus uses several mechanisms to help the manager during the Winter months as outlined below:

1. A teletype connected with the National Weather Service gives us the latest forecasts for Columbus and other regional cities.

Director's Office
140 Marconi Boulevard/3rd Floor
Columbus, Ohio 43215-2315
(614) 222-8290

Construction Inspection Division
910 Dublin Road/2nd Floor
Columbus, Ohio 43215-1143
(614) 222-6441

Engineering and Construction Division
140 Marconi Boulevard/4th Floor
Columbus, Ohio 43215-2315
(614) 222-8376

Refuse Collection Division
2080 Alum Creek Drive
Columbus, Ohio 43207-1714
(614) 222-7820

Traffic Engineering and Parking Division
109 N. Front Street/2nd Floo
Columbus, Ohio 43215-2835
(614) 222-7790

The City of Columbus is an Equal Opportunity Employer

2. A private weather service that gives us detailed predictions on any impending storm.

3. A night watchman, who in addition to his other duties, keeps us informed of conditions that are not predicted.

4. The Scan Moisture, Frost and Ice Early Warning System.

We have had good results from the Scan System. The data regarding the bridge deck surface temperature, the air temperature, and the dew point have been accurate. In addition, our experience this past Winter indicates that the alert features in the system reflect actual conditions.

I would like to relate one experience this past Winter that characterizes the value of this system. During one storm the streets were becomming covered with snow. The storm was predicted to be of short duration with temperatures around 32 degrees. Based on field conditions, where the intensity of the snowfall was covering the streets, both the County and the Ohio Department of Transportation forces were dispatched to salt the roads. The Scan System indicated that the pavement surface was between 32 and 33 degrees and that the surface alert was marginal. Armed with this information, we delayed the dispatching of our forces. The snowfall stopped within an hour and the accumulation on the roadways melted. This decision saved Columbus approximately $12,000.00. On this particular occasion, the temperatures dropped significantly over the next several days. Additional traces of snow caused icy conditions on state and county routes as there was some salt still on the pavement. The snow blew accross our "clean" roadways.

We recommend the use of this system as an operational tool in conjunction with snow and ice removal. We are considering the installation of additional surface monitors on the west side of our City where most of the storms originate.

Very truly yours,

Theodore L. Wallace

Theodore L. Wallace, P.E.

TLW/JFO

cc: L. Kastner, FHWA
R. Zook, ODOT
J. Waldman, SSI

REPORT #3

JOHN SPELLMAN
Governor

DUANE BERENTSON
Secretary

STATE OF WASHINGTON
DEPARTMENT OF TRANSPORTATION
Office of District Administrator • 2809 N. Main St., Union Gap, P.O. Box 52 • Yakima, Washington 98907

Rt. 4, Box 36A
Cle Elum, WA 98922

April 19, 1983

Mr. Roger K. Scott
Room 412
Southwest Morrison Street
Portland, Oregon 97204

Mr. Scott:

I have recently talked with Mr. Jerry Waldman regarding the SSI system we have in operation on Snoqualmie Pass. He requested that I write to you regarding whether the system was operational and any benefits we were receiving. I am attaching a copy of an IDC which I had written in July of 1982 explaining what the system was doing for us.

We have now gone through another winter season which was quite mild and our evaluation of the system remains the same.

Harry O. Krug
Harry O. Krug
Highway Superintendent
Cle Elum, WA 98922

cc: Jerry Waldman
2605 South Hanley Rd.
St. Louis, Missouri 63144

HOK/jf

OC [illegible]

DEPARTMENT OF TRANSPORTATION
INTRA-DEPARTMENTAL COMMUNICATION

DATE: July 6, 1982

FROM: Harry O. Krug hok
Phone: Hwy. Superintendent
Cle Elum(Snoqualmie Pass)
Washington State

SUBJECT: SSI System

To: Whom it may concern:

The Department of Transportation has installed, in three structures on Snoqualmie Pass, a scan surveillance system designed to give our maintenance employees information regarding winter time surface and air conditions at specific locations. This system was installed in the early fall of 1981.

The system is presently in operation at Hyak where the maintenance section office is located. Presently, we have 3 surface sensors and 1 air temperature sensor installed at the exit 52 west bound structure. 3 surface sensors and 1 air temperature sensor installed at the approach end (east) of the Franklin Falls structure and 2 surface sensors and 1 air temperature sensor at the west end of the Denny Creek structure. These sensors relay data to our Hyak office relative to roadway surface temperatures - dry, wet, freezing or rapid change below 40 degrees. They also provide air temperature readings.

The data is relayed to our Hyak office and displayed on a video screen in a continuous rotating sequence. This data is also stored in a memory bank, which displays on the video screen the temperatures over the past hour in 15 minute intervals. We also have the ability to record all pertinent information on paper with an automatic data print machine.

We have now used the system for one winter season and there are definite advantages to the system. Our primary benefits are realized during the first month and one half and the last month and one half of the winter season. During this time, we have fewer employees and our roadway coverage is rather spasmodic. I should mention that, during the winter, we hire approximately 35 temporary snow and ice removal employees. These employees are hired on a gradual basis. As the winter storms increase our hiring increases and it is during the early and last part of winter when we have the fewer employees that the benefits increase from this system. When it is not storming is when the system works for us. We do not have equipment on the road as we do during storm periods. With this system you can detect frost accumulations or moisture turning to ice by constant surviellance of the video screen system. With the history data the system compiles you can determine in advance when freezing temperatures are imminent. This gives you the opportunity to send a sand truck to sand previous to the ice or frost actually forming. During the storm periods we have men and equipment out on the roads 24 hours a day and then the system becomes informational.

REPORT #4

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: May 13, 1983

FROM: M. W. STOVALL
Metro Rngion Maintenance Engineer

SUBJECT: FREMONT BRIDGE ICE DETECTOR SYSTEM
SURFACE SYSTEMS INC. SCAN !¢ WEATHER
SURVEILLANCE
STADIUM FREEWAY
I-405

DISTRICT 2B
RECEIVED
MAY 17 1983
NOTED
DE ADE

Attached is an evaluation report on the Fremont Bridge Ice Detection System. This report was prepared by District 2B. The Central Processor Unit, vidio display, and printer are located in that office. The surface of the bridge is their maintenance responsibility.

The system has operated very satisfactorily since the additional software was installed to combat power "gliches" in the bridge's power supply. This past winter was unusually warm, so that "surface alert" and "surface critical" appeared only a few times. The printer unit has operated satisfactorily.

Satisfactory operation by this unit convinced us to install a second system on the recently completed I-205 Bridge over the Columbia River. This is an area of completely different climatic conditions influenced by its proximity to the Columbia Gorge. This installation was completed in April, 1983, and consists of two sensor units and one Remote Processor Unit. The information from this unit is transmitted by telephone to the Central Processor Unit that serves the Fremont Bridge. As part of this installation a new Central Processor Unit, 16EF, was installed. This replaces the Standard 16 model. The new unit allows for automatice telephone dialing to the Remote Processor Units on the bridge. Telephone communication greatly reduces the cost of installation and operation of the unit. It also allows for 32 Remote Processor Units for future expansion. The I-205 Bridge is approximately 12 miles form the District Office.

We are proposing that a third system be installed on the Quartz Creek Bridge on the Sunset Highway, approximately 50 miles west of Portland. This bridge is location in a remote area and does not have access to

m

telephone or radio transmission It is proposed that this installation would turn on "ice" signs during critical periods. A new microwave system is proposed for the area in the future. At that time we would monitor with that system.

Due to the satisfactory performance of the Fremont system and the additional and proposed installations, I would recommend that the system no longer be considered experimental but operational.

MWS/gw
Attachment
cc R. L. Schroeder
    Gordon Beecroft
    FHWA
    W. J. Hart
    SSI

FULL REPORT AVAILABLE UPON REQUEST

REPORT #5

EXPERIMENTAL PROJECT REPORT

MAINE DEPARTMENT OF TRANSPORTATION
MATERIALS AND RESEARCH DIVISION

PROJECT NO. BP-81(924) **EPR NO.** 79004-2 **INTERIM** ☐ **FINAL** ☒

EVALUATION OF SURFACE SENSOR SYSTEM (SCAN)

August, 1983 - Final Report

INTRODUCTION

The purpose of this study was to determine the effectiveness and reliability of a surface sensor for monitoring bridge deck surface conditions. The sensor, manufactured by Surface Systems, Inc. (SSI), was installed in the northbound travel lane between wheelpaths on the I-95 over Kenduskeag Stream Bridge in Bangor, Maine.

The installation of the Scan 7000 road surface sensor, the Remote Processing Unit (RPU), transformer, voice grade transmission line, Scan 7000 monitor and air temperature sensor was completed in the fall of 1980. The system became operational on November 6, 1980.

Since the installation of this Scan 7000 system, Surface Systems Inc. has developed the System 16, the latest in their Scan line. Modifications allow a greater capacity for collecting surface and atmospheric data. The advantages of the Scan 16 equipment include an RPU capable of handling four surface sensors, on site air temperature, a video terminal

Data collected from the Scan 7000 monitor and on-site inspections confirmed conditions at the sensor location 90 percent of the time. Aside from replacing light bulbs in the monitoring unit the three major components (sensor, RPU, monitor) performed well and were maintenance free.

CONCLUSIONS

Based on available data, it appears that the Scan 7000 Surface Sensor is an effective system that can determine road surface conditions in all types of weather conditions.

Prepared By:

Richard J. Boucher
Principal Investigator

Distribution:

FHWA Division Office, 3 copies

W. A. Woods, Washington, 2 copies

MeDOT:

- Engr. of Materials & Research
- Engr. of Design
- Engr. of Maintenance & Operations, 8 copies
- Engr. of Construction, 4 copies
- Bridge Design Engr., 4 copies
- R. A. Coleman
- K. M. Jacobs

New England, New Jersey, New York and Canadian Provinces, 1 copy each

Civil Engineering Dept., UMO

Adrian Pelzner, U.S. Forest Service

REPORT #6

City of St. Louis
DEPARTMENT OF STREETS
STREET DIVISION
1900 HAMPTON AVENUE
ST. LOUIS, MISSOURI 63139

VINCENT C. SCHOEMEHL, JR.
MAYOR

JAMES M. SHEA
DIRECTOR

THOMAS J. HEUGELE
STREET COMMISSIONER

May 12, 1983

U. S. Department of Transportation
Federal Highway Administration
P. O. Box 148
Jefferson City, Missouri 65102

Attn: Virgil E. Stiffler

Dear Mr. Stiffler:

I have been asked to relay to your department my feelings and experiences concerning remote bridge monitoring systems. The Street Division of the City of St. Louis has owned a System 16 EF Roadway Monitoring System for one full winter season.

We have on the system three locations with four roadway sensors at each location plus the ability to monitor two additional locations - each with roadway sensors of their own. This gives us a total of five remote locations and approximately twenty sensors. To this point in time the system has worked trouble free.

During the past winter we monitored the system closely and were able to determine that we had on several occasions saved the City of St. Louis considerable sums of money. The most notable of these occasions was Saturday, January 22, 1983, where we saved $14,400 in labor and $20,400 in material costs for a total savings of $34,800. On that day, 3.3" of snow fell which gave every appearance of causing major problems in the city. Roadway temperatures, however, as monitored by SCAN 16 EF were above 32 degrees during the snowfall. As a result the snow melted. On several other occasions we were able to save smaller amounts of money by closely monitoring the system.

The system does not take responsibility away from the decision maker. It does give the user additional information never available before which enables him/her to make better informed decisions - thereby reducing operating costs and safety hazards.

It is my understanding that this system is still classified as experimental by the Department of Transportation and, as a result, the Department will not participate in funding except under restrictive guidelines. I believe that if you were to remove the "experimental" status, you would allow other jurisdictions to become users. Forgetting the benefits that would be derived by those other users, I can see certain benefits for the City of St. Louis. Should other jurisdictions become users of SCAN System 16 EF, the Street Division of the City of St. Louis could tap their systems to use them as forecasting devices. This could become a nationwide network allowing many agencies to make better informed snow-fighting decisions.

Full benefit of this system cannot be realized as long as it continues to be classified as experimental. I urge you to reconsider your classification.

If you have ne[illegible] of any additional information, please feel free to contact me at your convenience.

Sincerely,

Thomas Heugele

Thomas J. Heugele
Street Commissioner

TJH/cat

cc: Surface Systems, Inc.

REPORT #8

The ADT for I 696 has shown a steady increase for these years. Permanent traffic recorders located just to the east and west of the site, along with one very near the site, have recorded the following:

ADT on I 696

Year	West of Site	At Site	East of Site
1980	38,631	32,762	41,435
1981	40,145	33,034	42,883
1982	40,171	32,998	43,646
1983	42,460	33,972	47,324

The low icy accident count in 1982 can be attributed to the extremely mild winter that year. There also was a slight decline in traffic volume which may have had some effect on the reduction. If that year is excluded, one can see that the percentage of icy accidents has declined even though the ADT has increased.

Conclusions and Recommendations

There are two aspects of the system that should be discussed, reliability and accuracy. The reliability of this system is excellent. The field equipment is particularly immune to the harsh environment in which it must function. As stated previously, there was only one problem with the RPU and that turned out to be a loose terminal connection.

The performance of the roadway and atmospheric sensors has also been excellent. The only failure, as discussed earlier, was that of the precipitation sensor. Its initial placement was on a mast attached to the bridge pier. The sensor was mounted on the mast at the same level as the pavement which subjected it to a constant salt spray from traffic, which destroyed the sensor. Since it was moved about 10 ft above the deck there hasn't been any failure.

To evaluate the accuracy it is really necessary to divide the evaluation period into four segments. The first being the 1982-83 winter and the other three during the 1983-84 winter.

Accuracy rate for the first winter was 78.2 percent. That winter, however, was extremely mild. More than half of the total observations occurred during dry weather. This probably inflated the accuracy rate somewhat. Further proof of this is borne out by the fact that the software used in the first evaluation segment of the second winter was basically the same with only changes made to accomodate a new relative humidity sensor. The accuracy rate calculated for this segment was 87.3 percent. This segment had a much better distribution of weather conditions and is probably more representative of the system's accuracy with software versions 8.0 and 9.0.

The software version 9.1 made some improvements in the detection of moisture being drawn to the surface by deicing chemicals. This condition was given the status of Absorption. However, at the same time a new precipitation sensor was also added. Since this was an experimental sensor for SSI they were in a learning situation. To properly interpret and assimilate data from this new sensor took some time. The gains made from the previous software version were offset by the learning process. Thus, the accuracy declined slightly to 86.7 percent.

Once the precipitation sensor was working properly, the software was again updated. This version, 9.2, showed the accuracy to be 83.5 percent. This is a significant improvement over the previous segments. This segment of the winter season had a good distribution of weather conditions and thus should be a good test of system accuracy.

SSI is continuing to improve software to increase system accuracy. A new version, 10.0 has already been written and should improve the rate to over 90 percent. Gains beyond this point, however, should be much more difficult to achieve. Most of the gains will be in reducing the number of times the system reports Surface Critical when there are no problems.

There will always be some inaccuracy in this system or any other that relies on spot detection to determine the condition of an entire bridge deck. On the other hand, spot detection is the only economically feasible way of setting up a detection system. As stated in the interim report one must use this system as a tool, it cannot make the decision as to whether to salt the road surface or not. That decision still must remain with Maintenance Division personnel. What the system does do, however, is provide maintenance personnel with an excellent source of information as to the conditions that exist at a remote site.

If maintenance personnel were able to look at a number of different locations spread over their area of responsibility, they would be able to determine where their forces were most needed.

One of the stated objectives of this report was to determine if the information output from the detection system can be used to effect a reduction of bridge icing accidents. The shorter the time period a road surface remains in a slippery condition, the less chance an ice-related accident will occur. Since this system does give information related to the road surface, it should assist maintenance personnel during winter storms.

Since the Scan 16 system has proven its durability, and its accuracy is constantly being improved with software updates, it is recommended that the system presently in operation be expanded. Further, it is the recommendation of this report that the SSI system no longer be considered experimental but rather an operating system with the understanding that neither this system nor any other can ever be 100 percent accurate. Improvements will continue to be made but there are too many variables to expect 100 percent accuracy.

SCAN 16 - MOISTURE, FROST, ICE
EARLY WARNING SYSTEM
(Final Report)

F. M. Spica

Research Laboratory Section
Testing and Research Division
Research Project 82 G-257
Research Report No. R-1252

Michigan Transportation Commission
William C. Marshall, Chairman;
Lawrence C. Patrick, Jr., Vice-Chairman;
Hannes Meyers, Jr., Carl V. Pellonpaa,
Weston E. Vivian, Rodger D. Young
James P. Pitz, Director
Lansing, October 1984

FULL REPORT AVAILABLE

!!SAMPLE!!

OBSERVATION SHEETS

PAVEMENT SURFACE CONDITIONS FOR: Mississippi River Bridge

OBSERVER: JRW
DATE: 1/17
TIME: 7:11 [✓ a.m.] p.m.

ROADWAY APPROACH		BRIDGE DECK		
LEFT LANE	RIGHT LANE	LEFT LANE	RIGHT LANE	Road Surface Condition
✓	✓			DRY
				DAMP
				WET(rain or melted snow/ice)
		✓	✓	FROST
				SNOW
				ICY PATCHES
				ICE COVERED

REMARKS: Frost on trees and bridge decks around district

!!SAMPLE!!

OBSERVATION SHEETS

PAVEMENT SURFACE CONDITIONS FOR: Mississippi River Bridge

OBSERVER: JRW
DATE: 2/3
TIME: 9:47 a.m. [✓ p.m.]

ROADWAY APPROACH		BRIDGE DECK		
LEFT LANE	RIGHT LANE	LEFT LANE	RIGHT LANE	Road Surface Condition
				DRY
				DAMP
✓	✓			WET(rain or melted snow/ice)
				FROST
		✓	✓	SNOW
				ICY PATCHES
				ICE COVERED

REMARKS: Very light snow started around 9 PM

OBSERVATION SHEETS

PAVEMENT SURFACE CONDITIONS FOR:

				OBSERVER	DATE	TIME a.m. p.m.
				Road Surface Condition		
				DRY		
				DAMP		
				WET(rain or melted snow/ice)		
				FROST		
				SNOW		
				ICY PATCHES		
				ICE COVERED		

REMARKS:

OBSERVATION SHEETS

PAVEMENT SURFACE CONDITIONS FOR

				OBSERVER	DATE	TIME a.m. p.m.
				Road Surface Condition		
				DRY		
				DAMP		
				WET(rain or melted snow/ice)		
				FROST		
				SNOW		
				ICY PATCHES		
				ICE COVERED		

REMARKS:

OBSERVATION SHEETS

PAVEMENT SURFACE CONDITIONS FOR:

				OBSERVER	DATE	TIME a.m. p.m.
				Road Surface Condition		
				DRY		
				DAMP		
				WET(rain or melted snow/ice)		
				FROST		
				SNOW		
				ICY PATCHES		
				ICE COVERED		

REMARKS:

jc ~~STATE COPY~~ cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION Oregon
IN COMPANY WITH J. Thackery, Project Manager and S. MacNab, Region 4 Operations Engr; OSHD			
DATE OF INSPECTION 85 June 20,1958	INSPECTION MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-4-2(19) and HES-4-2(14)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 45 %	WORK COMPLETED 24 %

RECEIVED
STATE HWY ENGR
JUL 10 '85
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sig

cy
7/15

O. B. RILEY ROAD - S. E. BROSTERHOUS ROAD (BEND)
ARNOLD DITCH STRUCTURE SECTIONS
THE DALLES - CALIFORNIA HIGHWAY
Grading, Paving, Structure, Signing & Signals

WORK COMPLETED

Canal Structure No. 8888A - Substructure footings, columns and caps complete. Beams set.

Railroad Strucure No. 8887A - Footings for Bents 2,3,4 & 5 complete. Bent No. 3 interior column poured.

WORK IN PROGRESS

Canal Bridge - Form deck.

Railroad Bridge - Preparing to pour Bent No. 3 column. Excavating for Bent No. 1 footing.

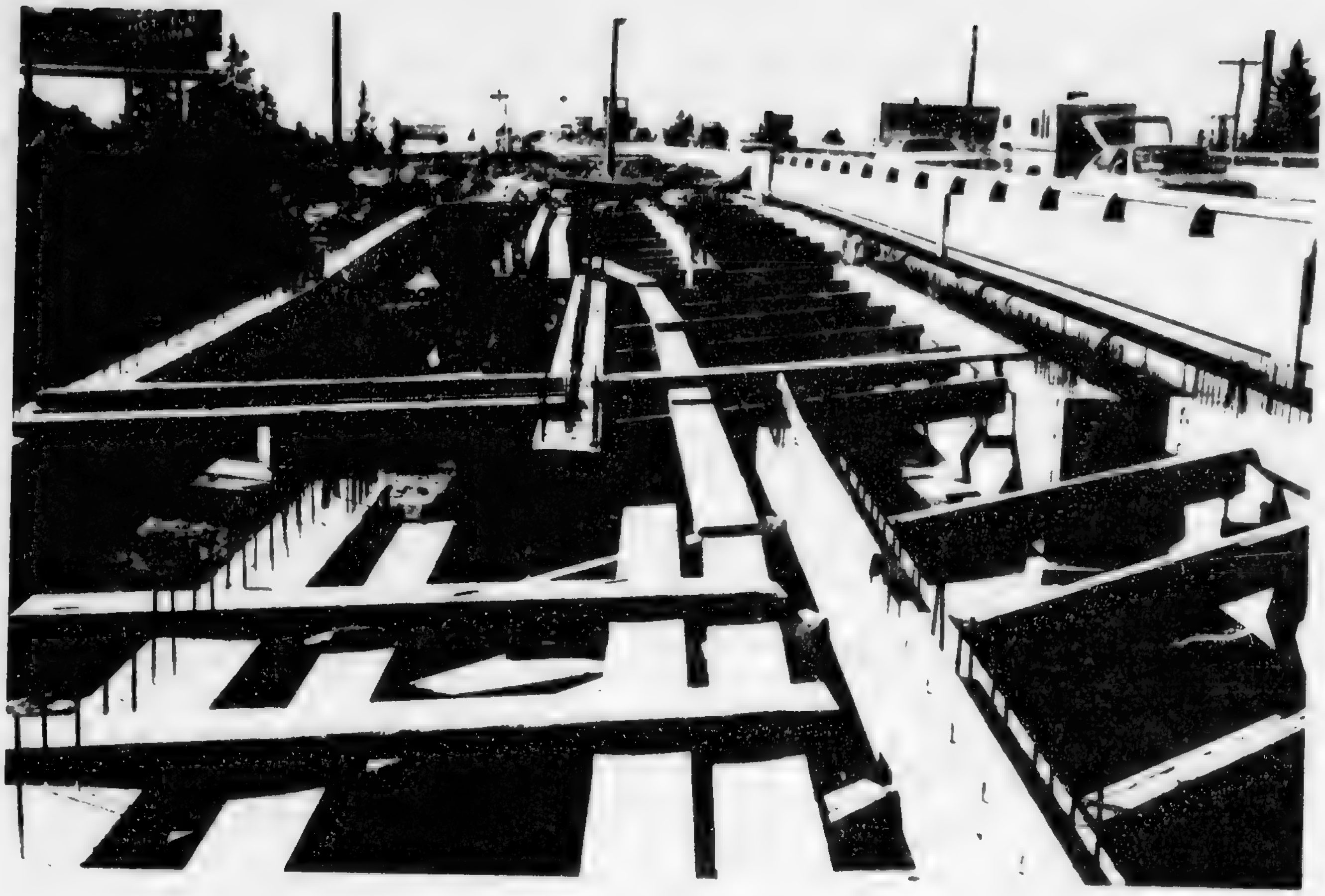
COMMENTS

A field stakeout error has occurred on the canal structure which resulted in one prestressed beam which could not be used on the structure. Another beam had to be cast for use at this location. Mr. MacNab indicated that federal-aid participation will not be requested for any cost which may be associated with this error.

The plans as detailed for the railroad structure resulted in the Bent No. 5 (south abutment) footing being approximately five feet above the ground. It is uncertain how this error developed as this is a consultant designed project. The footing as located in the field is approximately 8 feet below the plan grade shown on the plans.

See photo on next page.

(Continued)



Canal structure, looking south.

1985 O.B. Riley Rd-SE Brosterhous Rd.9965
&Arnold Ditch Str.Secs,The Dalles-Calif.
Hwy. in & S. Bend.(gr,pav,str,sign,sig)#1

	8410	3-16-85
C+A	8390	3-8-85
	8097	3-29-84
	7370	10-16-80

9965

March 28, 1985

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

CON 5

#9965

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9965 for work on the O. B. Riley Road-S. E. Brosterhous Road (Bend) and Arnold Ditch Structure Sections of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

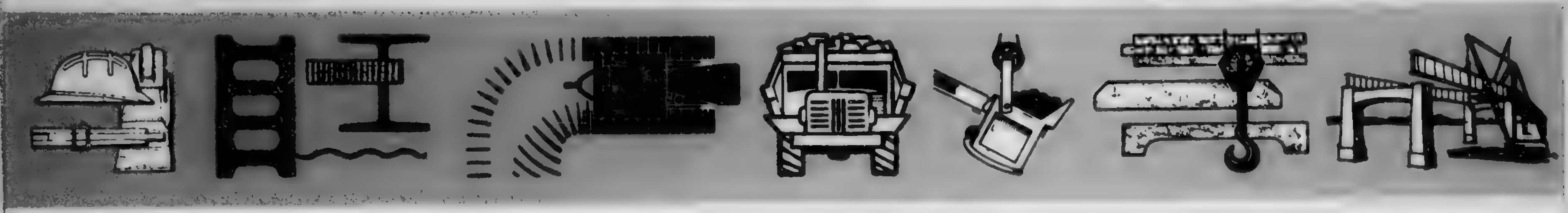
elp
Enclosure

cc: Tromp and McKinley Insurance, Inc.
P. O. Box 1337
Eugene, OR 97401

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Jerry Thackery
L. E. George

BRIDGES **STREETS & ROADS** **STEEL STRUCTURES**



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

March 4, 1985

Office of Commission Services
Room 121, State Transportation Building
Salem, Oregon 97310

Gentlemen:

As our bid submitted Thursday, Feb 28, 1985 for the O B Riley Road-SE Brosterhous Road and Arnold Ditch Structure, was the apparent low bid for the project we wish to inform you of our W B E sub-contractor for that project.

It is Schoolhouse R Electric
287 Fourth Street
Ashland, Oregon 97520

They will be doing:

Item # 105:	Sign Illumination Equipment	1,400.00
Item # 106:	Traffic Signal	14,500.00
Item # 107:	Fire Preemption System	15,000.00
	TOTAL:	30,900.00

Sincerely,

DOUGLAS S COATS INC

Douglas S Coats

Douglas S Coats, Presidnet

cc John Widmo

RECEIVED
MAR 4 1985
COMMISSIO SERVICES
DEPARTMENT OF TRANSPORTATION

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

March 4, 1985

Office of Commission Services
Room 121, Transportation Building
Salem, Oregon 97310

Gentlem:

As our bid submitted Thrusday, Feb 28, 1985 for the O B Riley Road S E Brosterhous Road and Arnold Ditch Structure, was the apparent low bid for the project, we wish to inform you of our M B E subcontractor the that project.

E M W Construction of Bend, Oregon will be doing the following:

Item #1	3,550.00
#51.	1,000.00
#52.	600.00
#53.	2,000.00
#54.	9,950.00
#55.	2,350.00
#56.	16,500.00
#67.	14,100.00
#68.	30,920.00
#83.	8,835.00
#84.	4,615.00
#85.	4,975.00
#86.	25,975.00
#87.	5,485.00
TOTAL:	130,855.00

Sincerely,

DOUGLAS S COATS INC

Douglas S Coats

Douglas S Coats, President

cc John Widme

RECEIVED
MAR 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: March 20, 1985

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
February 28, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened February 28, 1985 on the following projects:

1. Willamette River Bridge (Ellsworth Street)
   Albany-Corvallis Highway
   Benton and Linn Counties
   Maintenance Painting

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Mt. Hood Highway at Ruben Lane (Sandy)
   Mt. Hood Highway
   Clackamas County
   Traffic Signal

   Pedestrian signals and pushbuttons with instruction signs will be installed.

3. O. B. Riley Road-S.E. Brosterhous Road
   and Arnold Ditch Structure
   The Dalles-California Highway
   Deschutes County
   Grading, Paving, Structure, Signals and Signing

   Sidewalks will be constructed for bicycles and pedestrians. Four-foot shoulders are also available for bicycle traffic.

4. Austin Rock Production
   John Day Highway
   Grant County
   Aggregate Crushing

   Same as No. 1.

5. Bly Rock Production
Klamath Falls-Lakeview Highway
Klamath County
Aggregate Crushing

Same as No. 1.

6. Drews Reservoir Rock Production
Klamath Falls-Lakeview Highway
Lake County
Aggregate Crushing

Same as No. 1.

7. Owyhee River Bridge
Succor Creek Highway
Malheur County
Paving and Structure

Twelve-foot lanes with seven-foot shoulders on structures and approaches.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established...where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails."

8
~~9.~~ Swift Highway and Rivergate Access Road
Swift Highway/Marine Drive
Multnomah County
Traffic Signals

Pedestrian signals will be installed on this project.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool
George Bell
Don Harwell

9965 3-11-85

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the item listed below and report this action for your official records:

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

1) On February 22, 1985, approved an Agreement with Central Oregon Irrigation District covering construction of the O. B. Riley Road-S.E. Brosterhous Road (Bend) Section of The Dalles-California Highway, Deschutes County, without interruption to operation or maintenance of the District's irrigation facility.

Dated this 3 day of 16th day of March, 1985

Peter J Brix
Peter J. Brix, Vice Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
3/11/85

Con 21-19
Bend

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-4-2(19) & HES-4-2(14)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10109 & 30159

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/1/85

8. FEDERAL ROUTE NUMBER
Primary 4

9. STATE ROUTE NUMBER
Primary 4

10. GENERAL LOCATION:
O. B. Riley Road - SE Brosterhous Road and Arnold Ditch Structure

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/26/85 this will confirm the advance approval date of 3/1/85, contingent upon modification of Project Agreement if additional funds are required to proceed with the adjustments to Pacific Northwest Telephone Company's aerial telephone lines on an actual cost basis estimated to be $11,971; Federal Funds $10,552.

The Agreement with Pacific Northwest Bell Telephone Company is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
MAR 15 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
3/18

14. DATE
3/13/85

15. SIGNATURE OF APPROVING OFFICIAL
C.O. Christianson

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9765

March 11, 1985

Mr. Peter J. Brix, Vice Chairman
Oregon Transportation Commission
P.O. Box 03018
Portland, OR 97203

ORG 5

cc plt 5
Org

Dear Pete:

Please sign the attached Confirmation Report of Action Taken Under Delegated Authority and return to me in the enclosed envelope.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the item listed below and report this action for your official records:

1) On February 22, 1985, approved an Agreement with Central Oregon Irrigation District covering construction of the O. B. Riley Road-S.E. Brosterhous Road (Bend) Section of The Dalles-California Highway, Deschutes County, without interruption to operation or maintenance of the District's irrigation facility.

Dated this ____ day of ______________, 1985

____
Peter J. Brix, Vice Chairman
Oregon Transportation Commission

[illegible] 7-7

AGR
March 8, 1985

Jack Cartwright
Utility Relocation Coordinator

Robert W. Gormsen
Commission Services

MISC. CONTRACTS and
AGREEMENTS No.______

Attached are two fully executed copies of an agreement with the Arnold Irrigation District which provides for widening of the existing structure over their canal on the Arnold Ditch Structure Widening Section of The Dalles-California Highway in Deschutes County.

It is my understanding that you will transit a copy to the District. We have retained a fully executed copy for the Transportation Commission's files.

Attachment

FKN:js

TO: Oregon Transportation Commission

SUBJECT: Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve the actions listed below and report this action for your official records.

1) Agreement with City of Reedsport to revise traffic control signal equipment on the Oregon Coast Highway at the 19th Street intersection. City will pay 100 percent of the total cost.

2) Agreement with Arnold Irrigation District for widening of existing structure over their irrigation canal on Arnold Ditch Structure Widening Section of The Dalles-California Highway in Deschutes County.

Dated this [illegible] day of February, 1985

Anthony Yturri

Anthony Yturri, Chairman
OREGON TRANSPORTATION COMMISSION

APPROVED
STATE HIGHWAY ENGINEER
Date 2/20/85

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. Boyd, PE, PLS
Right of Way Manager

DATE: January 31, 1985

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Construction Agreement
Arnold Irrigation District
Arnold Ditch Structure
Widening Section
The Dalles-California Highway
Deschutes County

Here are three copies of a proposed agreement between the Oregon Department of Transportation, Highway Division and Arnold Irrigation District, which provides for the widening of the existing structure over the District's irrigation canal. The only work on the District's facilities is the realignment of a ditch rider road, which will be included as part of the State's highway construction project. The District has prior rights in the land occupied by their canal and ditch rider road, therefore, the cost of the realignment of the ditch rider road will be at State's expense.

The agreement is being submitted for your review and approval and forwarding for the State Highway Engineer's approval. Please return all three fully executed copies to me for distribution.

JMC:jr
attach.

cc: Richard O. Havig

APPROVED
STATE HIGHWAY ENGINEER
Date 2/5/85

To Scott Coulter
for your signature
after O.T.C. approval
JB 2-1-85

RIGHT OF WAY ADMINISTRATION
RECEIVED
JAN 31 1985
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ LS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ RUL
☐ 0 ☐ 1 ☐ 2 ☐ 3

RECEIVED
STATE HWY ENGR
FEB 5 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
FEB 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Con 21-101
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 26, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jackson Cartwright
FROM: Jack M. Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Federal Participation Eligibility Date
Aerial Telephone Facilities Relocation
Pacific Northwest Bell Telephone Company
O. B. Riley Road - S.E. Brosterhous Road Section
The Dalles-California Highway
Deschutes County
Project Nos. F-4-2(19) & HES-4-2(14)

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Company (PNB) to proceed with the relocation of their aerial telephone facilities in conflict with this project as of March 1, 1985 is requested. An estimate of cost has been received from PNB in the amount of $11,971. The estimate is presently being reviewed by the Highway Accounting Section and upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 1, 1985 is approved

David B Carter
David B. Carter, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
Dale D. Allen
Jerry Thackery
R. O. Havig

RECEIVED
STATE HWY ENGR
MAR 18 '85
REFER TO
FOR
Info Invest R/D D/R Sign Act File

[illegible]

CON 21-101
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 26, 1985

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR

FEB 28 '85

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

F. S. HUNTER

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY
Manager, Program Section GARY A. POTTER

SUBJECT: Aerial Telephone Facilities Relocation
O. B. Riley Rd. - S.W. Brosterhous Rd. Section
The Dalles/California Highway
Deschutes County
Project Nos. F-4-2(19) & HES-4-2(14)

Here is a copy of a lump sum estimate of cost to adjust Pacific Northwest Bell Telephone Company's (PNB) aerial telephone facilities dated February 20, 1985, and a sketch showing their proposed relocation.

A certification prepared by Richard O. Havig as to PNB's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. PNB was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of PNB's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 1, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $11,971.

JCM:jr
Enc.

cc: ✓E. S. Hunter J. M. Cartwright R. O. Havig

Form 734-3122

Con 21-10

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(19) &
HES-4-2(14) Bend

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-25-85

4. PROGRAM NO.

5. ITEM NO. 10109 & 30159

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/12/85

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
O.B. Riley Road - SE Brosterhaus Road (Bend) &
Arnold Ditch Structure

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 2/6/85 you are authorized to proceed with the actual adjustments to the City of Bend's sanitary sewer line and inspection on an actual cost basis estimated to be $2,773; Federal Funds $2,444.

The Agreement with the City of Bend is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
FEB 26 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 2/25/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-10

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(19) & HES-4-2(14) Send

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10109 & 30159

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 14 '85
REFER TO Potter
FOR

Orig to 2/14

7. DATE AUTHORIZATION EFFECTIVE 2/6/85

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
O. B. Riley Road - SE Brosterhous Road (Bend) &
Arnold Ditch Structure

11. GENERAL DESCRIPTION OF WORK
Grading, Paving, structures, signing and signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimates dated 1/29/85 & 1/30/85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 2/1/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,069,576; Federal Funds $1,825,639.

A signed copy of the Title sheet is returned herewith.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and is not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 2/12/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

18V-152

Overall Length Of Work Areas-0.80 Mile
Other Than Signing

O.B.RILEY RD.-S.E. BROSTERHOUS RD. (BEND) AND ARNOLD DITCH STRUCTURE SECS. THE DALLES-CALIFORNIA HIGHWAY DESCHUTES COUNTY				SHEET NO. 1
FED. ROAD DIV. NO.	STATE		FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-4-2(19) HES-4-2(14)		

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2,2A,2A-2	Typical Sections
2A-3,2A-4,2A-5	Details
2B 2B-2	Stage Contruction, Temporary Protection & Direction Of Traffic
2C	Pipe Data
2D 2D-2	Summary & Pipe Installation Detail
3,4	Plan & Profile
4A	Const. Notes
5,6,7	Plan & Profile

RICHARD A. KUEHN
ENGINEER
9402
JULY 11, 19

Drg Nos.	
2050	Misc. Structures
2070	Bridge End Panels
2077	Curbs
2077B	Ramps, Driveways, Approaches
2091	Slope Anchors
2091B	Coupling Bands
2105	Concrete Inlets
2126, 2126A, 2126D, 2126F, 2126G, 2126H, 2126I	Guard Rail
40131-40137 Incl. 40118-40130 Incl. 40170-40173 Incl. 22970, 31600, 34610, 35269, 39527	Bridge Nos. 8808A, 8807B, 1135A
14657, 17020, 17021, 17022, 17231, 17232, 17233, 17234, 17235	Bridge Nos. 8857 & 8868 (Info Only)

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION

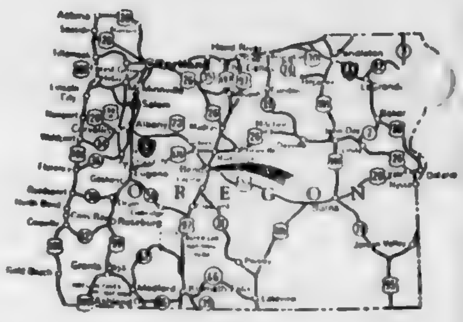
PLANS FOR PROPOSED PROJECT

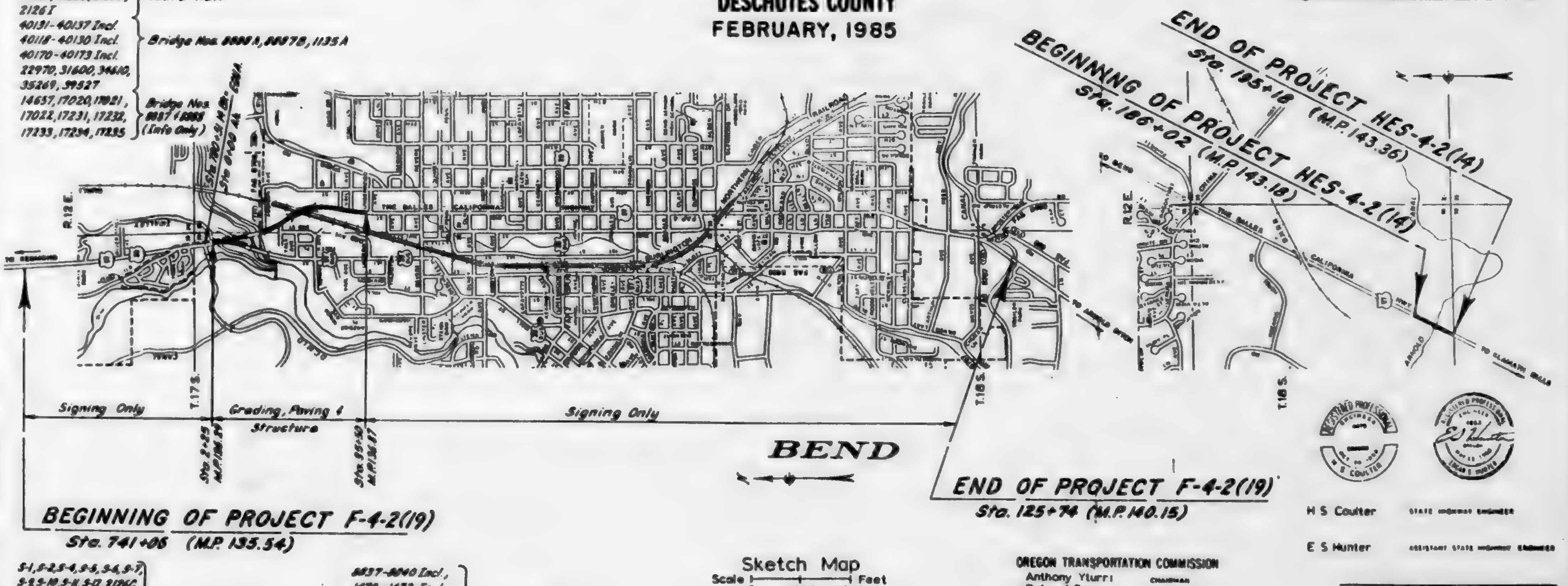
GRADING, PAVING, STRUCTURES, SIGNING, & SIGNALS

O.B. RILEY RD. - S.E. BROSTERHOUS RD. (BEND) AND ARNOLD DITCH STRUCTURE SECS.

THE DALLES - CALIFORNIA HIGHWAY

DESCHUTES COUNTY
FEBRUARY, 1985




END OF PROJECT HES-4-2(14)
Sta. 195+18 (M.P. 143.36)
BEGINNING OF PROJECT HES-4-2(14)
Sta. 186+02 (M.P. 143.18)
Sta. 780+31 M Bk. = 0+00 Ah.
Sta. 0+00 Ah.
R.12 E.
T.17 S.
T.18 S.
THE DALLES CALIFORNIA
CANAL
ARNOLD
TO ARNOLD DITCH
TO KLAMATH FALLS
TO REDMOND
Signing Only
Grading, Paving & Structure
Signing Only
Sta. 2+25 M.P. 135.94
Sta. 55+50 M.P. 136.87
BEND
END OF PROJECT F-4-2(19)
Sta. 125+74 (M.P. 140.15)
BEGINNING OF PROJECT F-4-2(19)
Sta. 741+06 (M.P. 135.54)

Sketch Map
Scale 0 1000 2000 Feet

S-1, S-2, S-4, S-5, S-6, S-7, S-9, S-10, S-11, S-12, 2126C, 2127, 2133, 2200, S-661, S-662, S-663, S-664, S-701, 30939, 31104, 34896, 36857, 40230, 40311	Temporary And Permanent Signing
8837-8840 Incl., 1470-1473 Incl., 1488, 1489, 2990, 2991, 2992, 35009, 35010	Traffic Signals

REGISTERED PROFESSIONAL ENGINEER
H. S. COULTER

REGISTERED PROFESSIONAL ENGINEER
EDGAR S. HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION
Anthony Yturri CHAIRMAN
Peter J Brix VICE CHAIRMAN
Robert F Dwyer COMMISSIONER
N B Giustina COMMISSIONER
Samuel T Naito COMMISSIONER
Fred D Miller DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED G. K. Hamm FEB 6 1985
FIELD OPERATIONS ENGINEER DATE

R/W Map No 8B-19-11

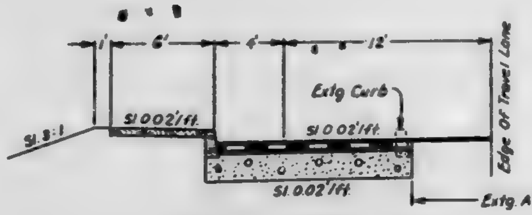
DETAILS CHECKED J.E.B. 1-25-85

Dayton , Maness , Butts

18V-152

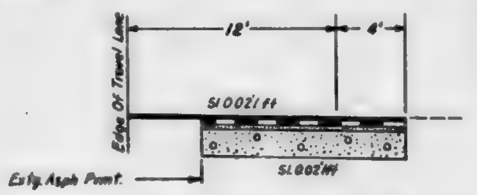
O.B. RILEY RD.-S.E. BROSTERHOUS RD. (BEND) AND ARNOLD DITCH STRUCTURE SECS. THE DALLES-CALIFORNIA HIGHWAY DESCHUTES COUNTY				Sheet No. 2
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON	F-4-2(19) HES-4-2(14)		See Index

TYPICAL SECTIONS

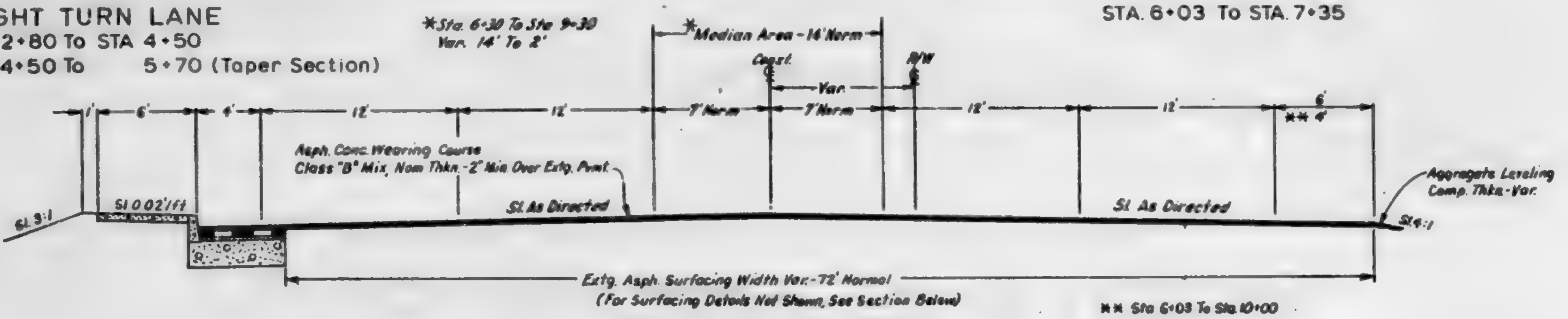

1'
6'
4'
12'
Extg Curb
Edge Of Travel Lane
Sl. 3:1
Sl 0.02'/ft.
Sl 0.02'/ft.
Sl. 0.02'/ft.
Extg. Asph. Pvmt.

RIGHT TURN LANE

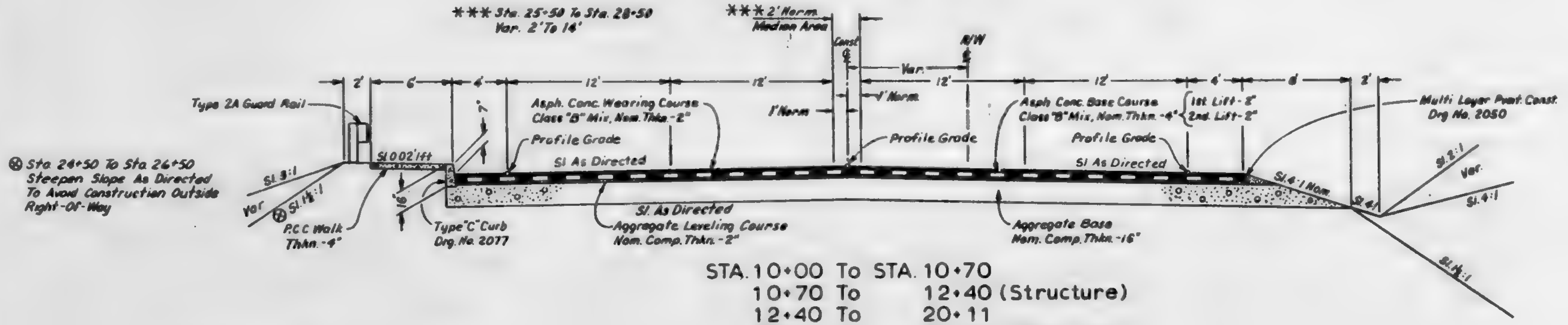
STA. 2+80 To STA 4+50
4+50 To 5+70 (Taper Section)


12'
4'
Edge Of Travel Lane
Sl 0.02'/ft
Sl 0.02'/ft
Extg. Asph. Pvmt.

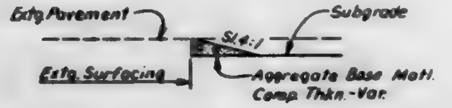
STA. 6+03 To STA. 7+35


*Sta. 6+30 To Sta 9+30
Var. 14' To 2'
*Median Area - 14' Norm
Const. ℄
R/W ℄
Var.
1'
6'
4'
12'
12'
7' Norm
7' Norm
12'
12'
6'
** 4'
Asph. Conc. Wearing Course
Class "B" Mix, Nom Thkn. - 2" Min. Over Extg. Pvmt.
Sl. As Directed
Sl. As Directed
Sl. 3:1
Sl 0.02'/ft
Sl 4:1
Aggregate Leveling
Comp. Thkn. - Var.
Extg. Asph. Surfacing Width Var. - 72' Normal
(For Surfacing Details Not Shown, See Section Below)
** Sta 6+03 To Sta 10+00

STA. 2+25 To STA 10+00

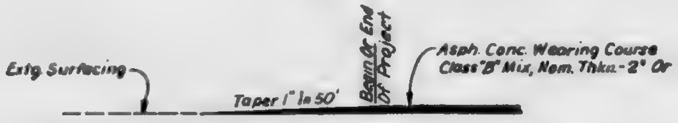

*** Sta. 25+50 To Sta. 28+50
Var. 2' To 14'
*** 2' Norm.
Median Area
Const. ℄
R/W ℄
Var.
2'
6'
4'
12'
12'
1' Norm
1' Norm
12'
12'
4'
8'
2'
7"
16"
Type 2A Guard Rail
Sl 0.02'/ft
⊗ Sta 24+50 To Sta 26+50
Steepen Slope As Directed
To Avoid Construction Outside
Right-Of-Way
Sl. 3:1
Var
⊗ Sl. 1½:1
P.C.C. Walk
Thkn. - 4"
Type "C" Curb
Drg. No. 2077
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 2"
Profile Grade
Sl As Directed
Sl. As Directed
Aggregate Leveling Course
Nom. Comp. Thkn. - 2"
Profile Grade
Asph. Conc. Base Course
Class "B" Mix, Nom. Thkn. - 4"
1st. Lift - 2"
2nd. Lift - 2"
Profile Grade
Sl As Directed
Aggregate Base
Nom. Comp. Thkn. - 16"
Multi Layer Pvmt. Const.
Drg. No. 2050
Sl. 4:1 Nom.
Sl. 4:1
Sl. 2:1
Var.
Sl. 4:1
Sl. 1½:1

STA. 10+00 To STA. 10+70
10+70 To 12+40 (Structure)
12+40 To 20+11
20+11 To 22+90 (Structure)
22+90 To 27+25


Extg. Pavement
Subgrade
Sl 4:1
Extg. Surfacing
Aggregate Base Matl.
Comp. Thkn. - Var.

ABRUPT PAVEMENT EDGE DETAIL

(Locate Adjacent To Traffic, See Specifications)


Extg. Surfacing
Taper 1" In 50'
Begin Or End Of Project
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. - 2" Or 4"

PAVEMENT FEATHERING METHOD

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 6, 1985

In Reply Refer to
File No.

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Sanitary Sewer Line Adjustment and Inspection
City of Bend
O. B. Riley Rd.-Brosterhaus/Arnold Ditch Section
The Dalles-California Highway
Deschutes County
Project Nos. F-4-2(19) & HES-4-2(14)

Here is a copy of an estimate of cost for the City of Bend to shut down and restart pressure sewer line and to monitor sewer line adjustment.

A certification prepared by Richard O. Havig as to the City's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the City dated January 21, 1985 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves 1 crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and advanced authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,773.

RECEIVED
STATE HWY ENGR
FEB 8 '85
REFER TO
FOR

Info	Invs	R/D	D/R	Sign	Act	File

JCM:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. O. Havig

Form 734-3122

996

CON 21-10
Bond

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

January 21, 1985
IN REPLY REFER TO
HRW-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-4-2(17)
O. B. Riley Road - Brosterhous Road Section
The Dalles - California Highway
(Mr. Henry's Letter, January 17, 1985)

Pursuant to Mr. Henry's request, you are authorized to utilize a permit-of-entry to obtain possession of File 53813 on the subject project.

Sincerely yours,

John D Wickman
for Dale E. Wilken
Division Administrator

cc:
OSHD (Mr Boyd, R/W Sec)

NOTED
E. S. HUNTER
cc Dale Allen
1-23-85

RECEIVED
STATE HWY ENGR
JAN 22 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

CON 2910
Bend

STATE OF OREGON **INTEROFFICE MEMO**
ROAD DESIGN SECTION DES 16

TO: R. D. Hector
J. J. Gix
D. D. Allen

DATE: December 27, 1984

Richard A Kuehn

FROM: Richard A. Kuehn
Final Design Engineer

SUBJECT: Fir Avenue-Johnson Avenue (Coos Bay)
O.B. Riley Road-Brosterhaus (Bend)
Hermiston-Stanfield
Extruded Curb and Gutter Expansion Joint

Our present specification 609.35 and Standard Drawing No. 2077 requires an expansion joint at 200' maximum spacing.

Eliminating the expansion joint for the extruded method of construction appears feasible on tangent sections. The expansion joints would still be required at direction changes, abutting walls, etc. per specifications.

Barring any major objections from yourselves, or local agencies if involved, appropriate specifications will be written for the subject sections so results with and without the expansion joints can be compared.

If adopted as standards for future projects, major benefits will be reduced costs, reduced construction difficulty and time savings.

RAK:DB:bn

cc: J. Backstrand
C. O. Fredrickson
T. W. Litchfield

81-125-1387

Ira 7-9

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-4-2(14)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30159

2A. COUNTY NAME Deschutes

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/30/84	8. FEDERAL ROUTE NUMBER Primary 4	9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

Arnold Ditch Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's PR-9 dated 10/26/84 the program change is approved as follows:

1. Change character of proposed work to - "PE and Structure"
2. Revised Preliminary Engineering costs to a TEC of $15,300; Federal Funds $13,770.

(Increase TEC $9,000; Federal Funds $8,100)

RECEIVED
STATE HWY ENGR
DEC 19 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
12/19

14. DATE 12/17/84	15. SIGNATURE OF APPROVING OFFICIAL G. K	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9965

N

CENTRAL OREGON IRRIGATION DISTRICT

MUNICIPAL CORPORATION OF THE STATE OF OREGON
847 SOUTH SIXTH STREET • P.O. BOX 548
REDMOND, OREGON 97756

PHONE: 548-6047

Versteeg
Anderson
Copy Kuenn
Macnab
Edwards
Terpin
Copy Trout
Wakerlig

RECEIVED
NOV 29 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

November 27, 1984

Department of Transportation
Highway Division, Region 4
Attn: Richard I. Havig
P.O. Boc 5309
Bend, OR 97701

Re: O.B. Riley Road-Brosterhaus Road (Bend) Section
The Dalles-California Highway
Deschutes County

This serves as an approval from this office of those preliminary plans of bridge widening over our irrigation canal as submitted by letter dated October 4, 1984.

We wish to be advised of any additional detail plans which may be available for review and comment.

A couple of items which we wish to appraise you of:

(a) No bridge surface drainage into our North Canal.

(b) No blasting within the North Canal right of way area during construction.

Yours very truly,

Ron Nelson

Ron Nelson
Secretary-Manager

RN:km

cc: file 100

Copy to Bridge
Specification
Cortwright
11-28-84

[illegible] [✓ RE] [✓ ROE] RAS FAS
RTS RECEIVED CSO
CUS NOV 27 1984 SDS
CSD REGION 4 RBI
ASSIGNED ____________

Con 21-10
Bend 1

rll

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(17)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10109

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/1/84

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
O. B. Riley Road - Brosterhaus Road Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 10/24/84 you are authorized to proceed with the acquisition of file No. 54091 as shown on R/W map 8B-19-11 at a TEC of $1,000; Federal Funds $881.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
NOV 23 '84
REFER TO Potter
FOR

Orig to
11/23

14. DATE 11/21/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Con 21-10
Bond 1

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 31, 1984 DES 23
8888A

FROM: Walter J. Hart
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Supplemental Agreement No. 1
DMJM/Phillips-Reister-Haley Inc.
O. B. Riley-Brosterhous Road
BR 8888A

The purpose of the Supplemental Agreement is to extend the length of Contract 8097 by 30 days. This time extension is necessary to permit the consultant to respond to final comments that may arise during the review of the final P S & E.

We recommend approval of this time extension and request your signature authorizing this Supplemental Agreement, copies attached. Please forward both copies to the Consultant. He will return a fully executed copy for our files.

DGH:jrb

Attachments

cc: D. D. Allen, Region 4 /w/ attachment
Program Section /w/ attachment
D. Harmon /w/ attachment

2 cy agreement - Consultant
1 cy " Con. Serv.
1 cy " Gen. Files
11-5-84
cc. ltr - Bridge

RECEIVED
STAT HWY ENGR
NOV 2 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

SUPPLEMENTAL AGREEMENT NO. 1

Daniel, Mann, Johnson & Mendenhall/
Phillips-Reister-Haley Inc.
910 15th Street, Suite 700
Denver, CO 80202

O. B. Riley-Brosterhous Road
Highway US97
Deschutes County
Personal Service Contract
File BR 8888A

Gentlemen:

The State of Oregon, acting by and through its Department of Transportation, Highway Division, desires to supplement the Agreement entered into with DMJM/Phillips-Reister-Haley, Inc., and executed on March 12, 1984, and identified as Agreement No. C & A 8097. The State Highway Engineer is authorized to approve and execute this Supplemental Agreement pursuant to Delegation Order No. 23, Paragraph 55, from the Oregon Transportation Commission dated June 19, 1979.

All provisions in the basic Agreement remain in effect except as expressly modified by this Supplement.

Paragraph 2.b., Statement of Work, is hereby changed by deleting the last sentence and inserting the following:

All work shall be done within 210 calendar days.

If you concur in this Supplement No. 1 and agree to the changes as stated above, please sign in the appropriate space below and return one of the two copies to this office. All work on this contract must be completed by November 9, 1984.

Sincerely,

for H. S. Coulter
State Highway Engineer

Date 11-1-84

APPROVED AS TO LEGAL SUFFICIENCY

Assistant Attorney General

Date 11/1/84

CONTRACTOR

By ____________________

Title ____________________

Date ____________________

TKA 7 9
1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
1135A

October 25, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

NAL SI
E. BAC

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Arnold Ditch Structure Widening
The Dalles-California Highway
Deschutes County
BR 1135A

RECEIVED
STATE HWY ENGR
OCT 29 '84
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

Enclosed are two reduced prints of Drawings 39975 and 39068 which are the preliminary plan and elevation and vicinity map for this structure.

The alignment and roadway width are in accordance with the standards governing the project. It is proposed to widen each side of the existing structure 24 feet to provide 30 feet from edge of traveled lane to edge of structure. This will eliminate the need for guardrail or relocation of the ditch rider road.

David Carter and Dick Arnold have reviewed the site and concur that widening is a better solution than installation of guardrail.

The estimated cost of this structure, including an allowance for engineering and contingencies, is $46,100.

We request your approval of our preliminary plan.

KFD:jrb
Enclosures
cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1
D. D. Allen /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

Form 734-3122

2 ON 21-10
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 24, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project No. F-4-2(17)
O.B. Riley Rd.-Brosterhaus Rd. Section
Deschutes County
File No. 54091

I request authorization to proceed with acquisition of the subject file at an estimated total cost of $1,000.00 with an obligation of $881.00 in federal funds (Appn Code 010). Relocation assistance or a moving allowance is not required.

The permanent easement to be acquired is as outlined in red on the attached print of map No. 8 B-19-11.

RDS:me
Attachmnet
cc: J. B. Boyd
Don Aman
—General Files

Form 734-3122

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: October 22, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: O. B. Riley Rd.-Underwood Ave.
(Bend) Section
The Dalles-California Highway
Deschutes County
Project #F-4-2(17)

We have received one additional file on the above project. The acquisition of this right-of-way is estimated at $1,000 and does not require a relocation or moving allowance.

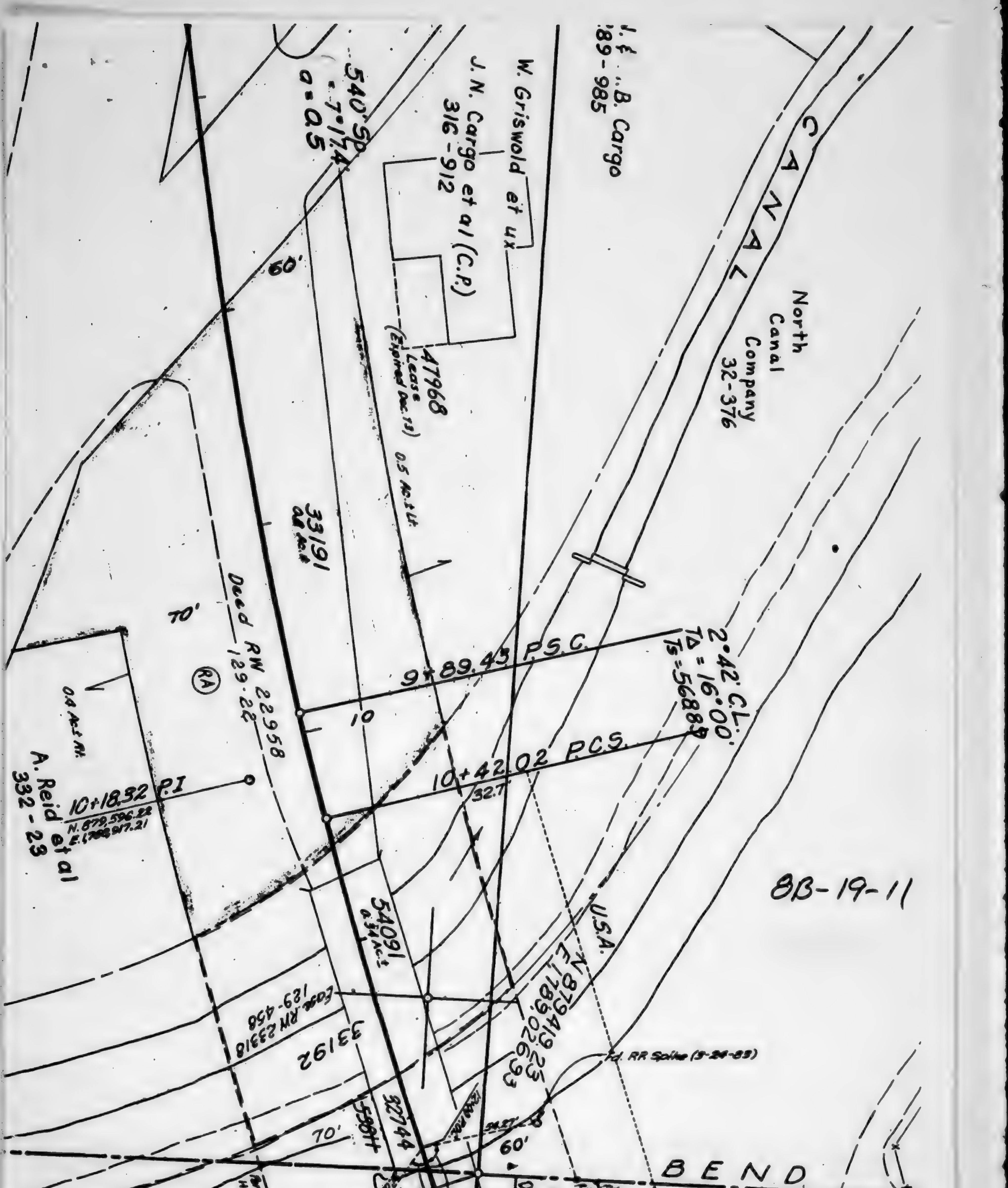
Please program the acquisition of this right-of-way with the Federal Highway Administration. ✓

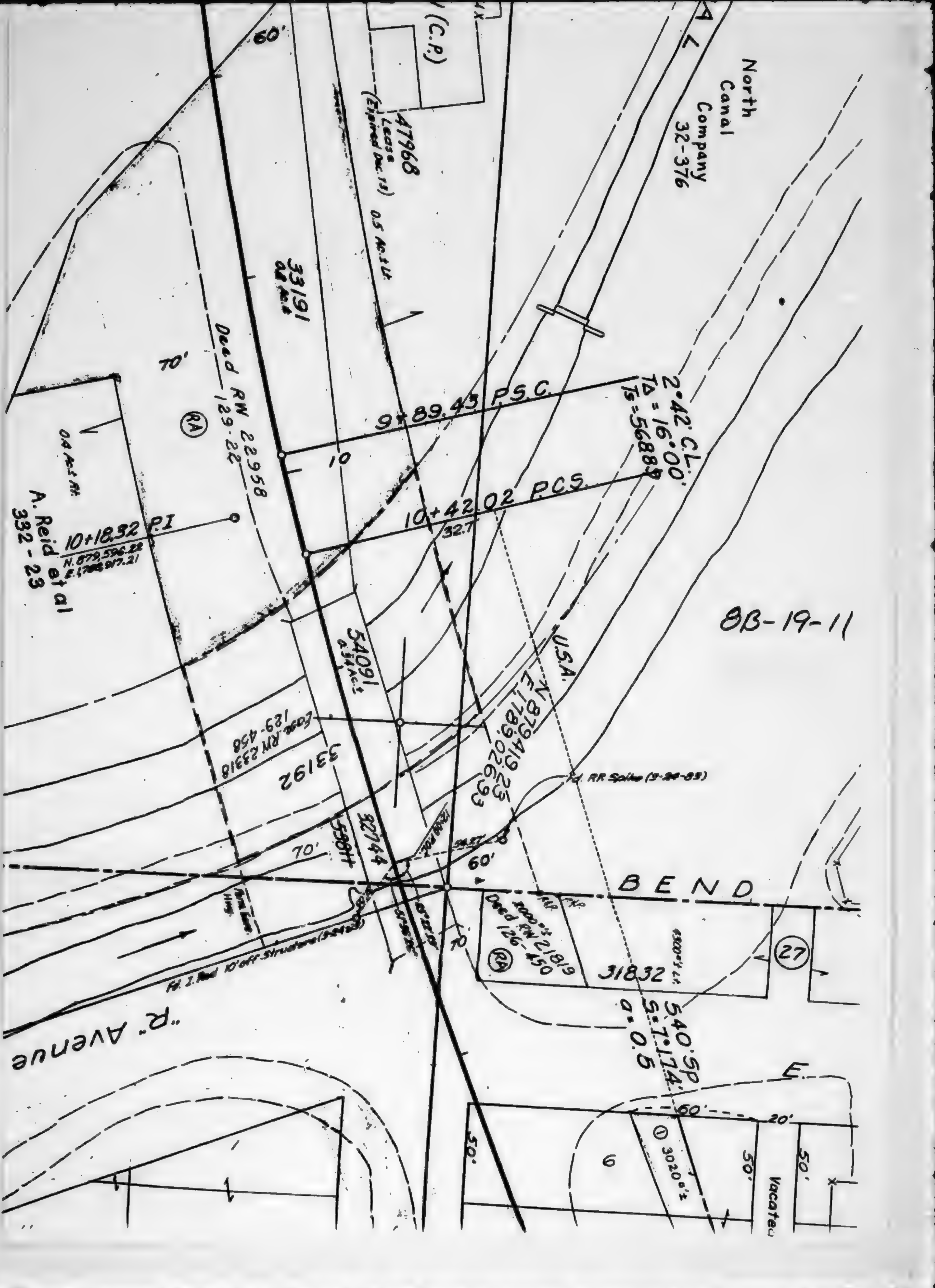
The above estimate covers file 54091 as shown on map 8B-19-11.

DA:jh
attach.

PROGRAM SECTION
MANAGER [illegible] RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
OCT 22 1984
REFER TO F.A.
R/D ___ ACT X REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387


J.E. ..B. Cargo
189-985
W. Griswold et ux
J.N. Cargo et al (C.P.)
316-912
540'SP
=7°17.4'
a=0.5
60'
47968
Lease
(Expired Dec. 73)
0.5 Ac.± Lt.
CANAL
North
Canal
Company
32-376
33191
0.8 Ac.±
Deed RW 22958
129-22
70'
RA
0.4 Ac.± Rt.
A. Reid et al
332-23
10+18.32 P.I
N.879,596.22
E.1,789,917.21
9+89.43 P.S.C.
10
2°42' C.L.
TΔ=16°00'
Ts=568.83
10+42.02 P.C.S.
32.7
8B-19-11
U.S.A.
N.879,419.23
E.1,789,026.93
54091
0.34 Ac.±
Esmt. RW 23318
129-458
33192
32744
59011
Fd. RR Spike (5-24-83)
70'
60'
BEND
70
Deed RW 21819
126-450
RA
31832
27
Fd. I. Rod 10' off Structure (5-24-83)


60'
(C.P.)
A L
North Canal Company 32-376
47968 Lease (Expired Dec. 1?)
0.5 Ac.± Lt.
33191 Old Rt.
Deed RW 22958 129-22
70'
RA
0.4 Ac.± Rt.
A. Reid et al 332-23
10+18.32 P.I
N. 879,596.22
E. 1,788,917.21
9+89.43 P.S.C.
10
2°42' C.L.
TΔ = 16°00'
Ts = 56.88
10+42.02 P.C.S.
32.7
8B-19-11
U.S.A.
54091 0.34 Ac.±
N. 879,419.23
E. 1,789,026.93
Easm. RW 23318 129-458
33192
Fd. RR Spike (3-24-83)
59011
82744
70'
60'
BEND
Deed RW 21819 126-450
2000'± Lt.
RA
31832
1500'± Lt.
27
540' SP
S=7.174'
a=0.5
Fd. I. Rod 10' off Structure (3-24-83)
"R" Avenue
70
E.
60'
20'
50'
50'
50'
6
① 3020'±
Vacated

4

ROAD DESIGN SECTION 378-6558

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

September 11, 1984

J. H. Versteeg
Road Design Engineer

File 34091
GREENWOOD
O. B. Riley Rd.-~~Underwood~~ Ave. (Bend)
The Dalles-California Highway
Deschutes County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:jc
Attachments

9965

CON 2L-10
X Bend

O.B. Riley Rd-
Brosterhous
Rd.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

H.J.

In Reply Refer to
File No.:

July 19, 1984

Mr. David Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Application 28T-151.70B
BN @ The Dalles-California Hwy (3rd Stree
City of Bend
Deschutes County

Dear Dave:

Enclosed is an original and eight copies of an application to widen an existing separated crossing, which carries The Dalles-California Highway over the Burlingt Northern Railway, in the city of Bend. The existing two lane structure will be widened to accommodate four lanes of highway traffic.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/nv
Enc.
cc: H. S. Coulter - w/attachment
E. S. Hunter - w/attachment
Walter Hart - w/attachment
D. D. Allen - w/attachment
C. O. Fredrickson - w/attachment
Wayne Cobine - w/attachment
Jack Sollis - w/attachment

RECEIVED
STATE HWY ENGR
JUL 19 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

PUC Docket No. SXF ____________

PUC Crossing No. 28T-151.70B

DOT-AAR Crossing No. BN66828L.

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of the State of Oregon, by and through its (name of applicant) Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.030 (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of The Dalles-California Highway (USRoute 97) (Third Street) (name of street or highway)

and Burlington-Northern, Oregon Trunk Railway (name of railroad company)

____________ (name of railroad main or branch line or other trackage)

in (in/near) Bend (name of city/town/rail station), Deschutes (name of county) County, Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
Surface Transportation Act of 1983

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) __X__ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NO. AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or—	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger Trygstad, 378-6511

2. Statutory authority under which this application is made: ORS 763.030
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 151.75

b. City Bend

c. Nearest railroad station Bend

d. County Deschutes

e. The proposed project is to be in the SW 1/4 of the NW 1/4 of Section 28, Township 17S, Range 12E, W. M.

4. a. Name of public highway involved in this project:

The Dalles-California Highway

b. Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation-Highway Division

5. Name of railroad involved in this project: Burlington Northern

Oregon Trunk Railway
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Burlington Northern Inc.

b. Deschutes County, Courthouse, Bend, OR 97701

c. City of Bend, City Hall, Bend, OR 97701

d.

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
Widen the existing two-lane structure to accommodate four lanes of highway traffic with a sidewalk.

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? To more adequately provide for the needs of the motoring public, reduce congestion and improve traffic safety.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ____________ (N or E) to ____________ (S or W)) of:

At present--	After completion--
Shoulder** of ______ feet	Shoulder of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Median of ______ feet	Median of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Shoulder of ______ feet	Shoulder of ______ feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators?

(yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation-Highway Division	100

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Burlington Northern

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

b. All highway appurtenances: Oregon Department of Transportation-Highway Division

c. Above the bottom of the beams plus the beam-bearing assemblies:
Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:
Burlington Northern

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?
Oregon Department of Tranpsortation-Highway Division

27. Is a temporary impairmen standard clearance on the railroad nece y during the construction period? No (yes/no)

If so, describe (and attach complete drawing):

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: All crossings in the area necessary for access and the expedient movement of traffic.

42. Other items of construction and cost distribution:

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes. OSHD Bridge Section Dwgs 38693 and 39555 (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4, 5, 6, 7, 8, 9, 10, 11, 12, 15, 16.

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon this 17th day of July, 1984.

(Applicant)

(Attorney)

I, ROGER TRYGSTAD, being first duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

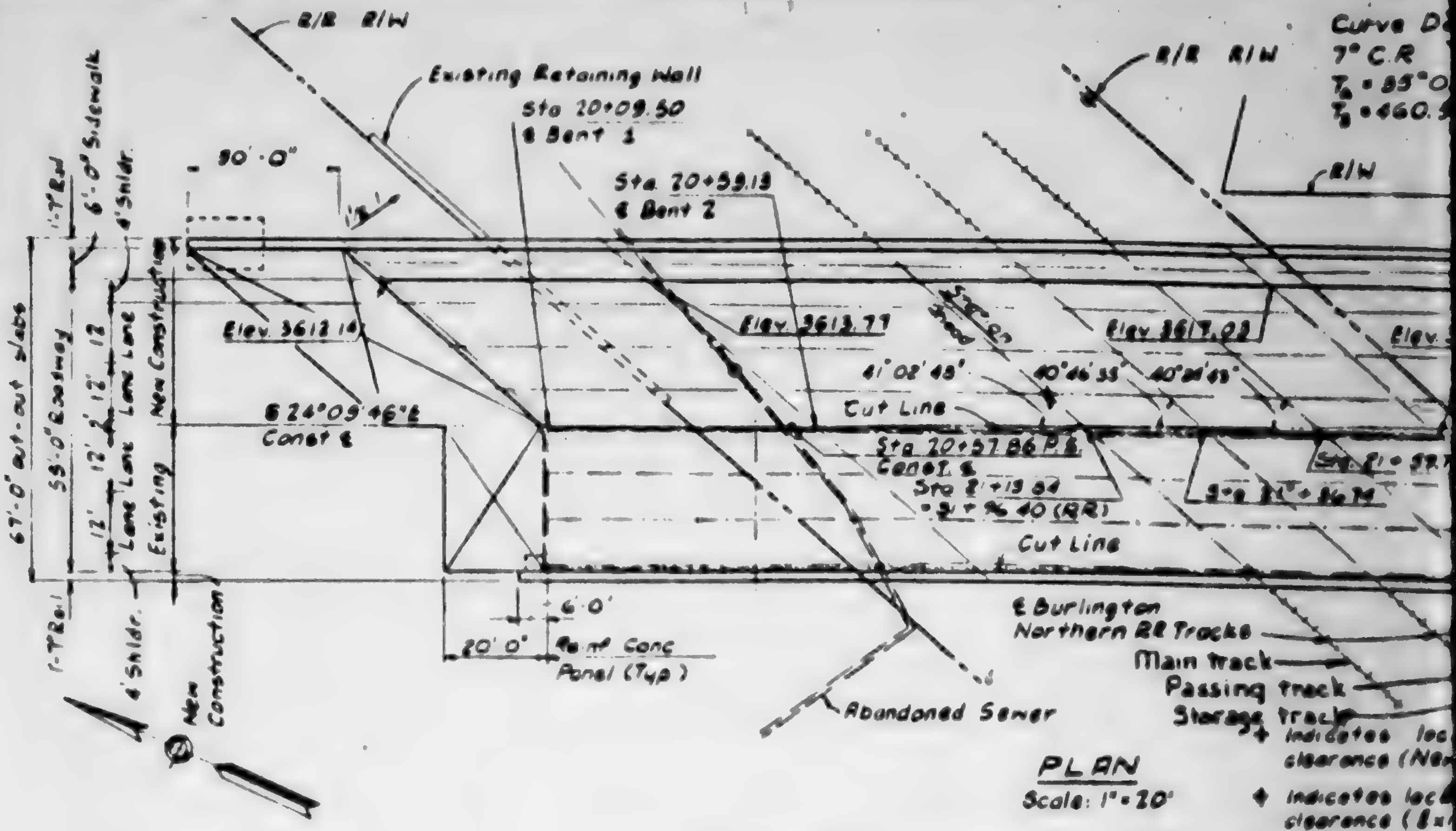
STATE OF OREGON)
) ss.
County of)

Subscribed and sworn to before me this 12 day of July, 1984.

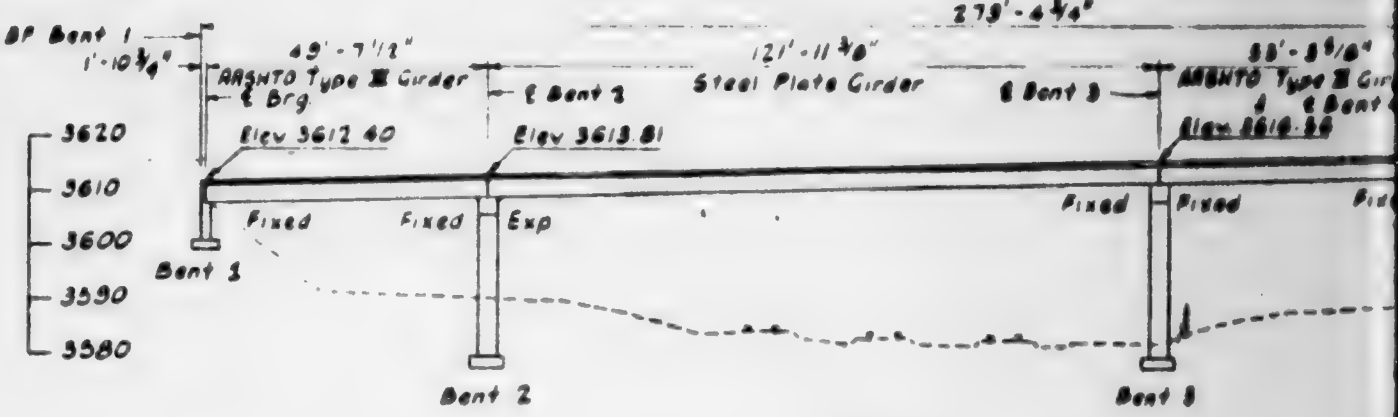
(Notary Public for Oregon)

My Commission Expires: 12-1984

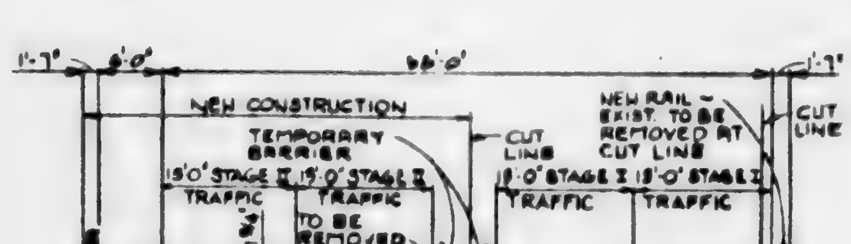
PUC Form 202 (30) 1-80
Signature Page


R/R R/W
Existing Retaining Wall
Sta 20+09.50
℄ Bent 1
Sta 20+59.13
℄ Bent 2
R/R R/W
Curve D
7° C.R
R/W
90'-0"
1'-7 Rail
6'-0" Sidewalk
4' Shldr.
67'-0" out-out slabs
53'-0" Roadway
12' 12' 12'
Lane Lane Lane
New Construction
12' 12'
Lane Lane
Existing
1'-7 Rail
4' Shldr.
New Construction
Elev 3612.14
Elev 3613.77
Elev 3617.03
41°02'45"
40°46'35"
40°21'45"
S 24°09'46" E
Const ℄
Cut Line
Sta 20+57.86 P.I.
Const ℄
Sta 21+13.64
= 21+96.40 (RR)
Cut Line
6'-0"
20'-0"
Reinf Conc
Panel (Typ)
℄ Burlington
Northern RR Tracks
Main track
Passing track
Storage track
Abandoned Sewer
+ Indicates loc
clearance (Ne
+ Indicates loc
clearance (Ex

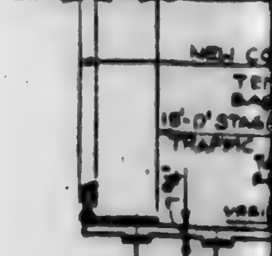
PLAN
Scale: 1"=20'


279'-4 1/8"
BP Bent 1
1'-10 3/4"
49'-7 1/2"
AASHTO Type III Girder
℄ Brg.
℄ Bent 2
121'-11 7/8"
Steel Plate Girder
℄ Bent 3
88'-8 5/8"
AASHTO Type III Gir
℄ Bent
3620
3610
3600
3590
3580
Elev 3612.40
Elev 3613.81
Elev 3616.56
Fixed
Fixed
Exp
Fixed
Fixed
Bent 1
Bent 2
Bent 3

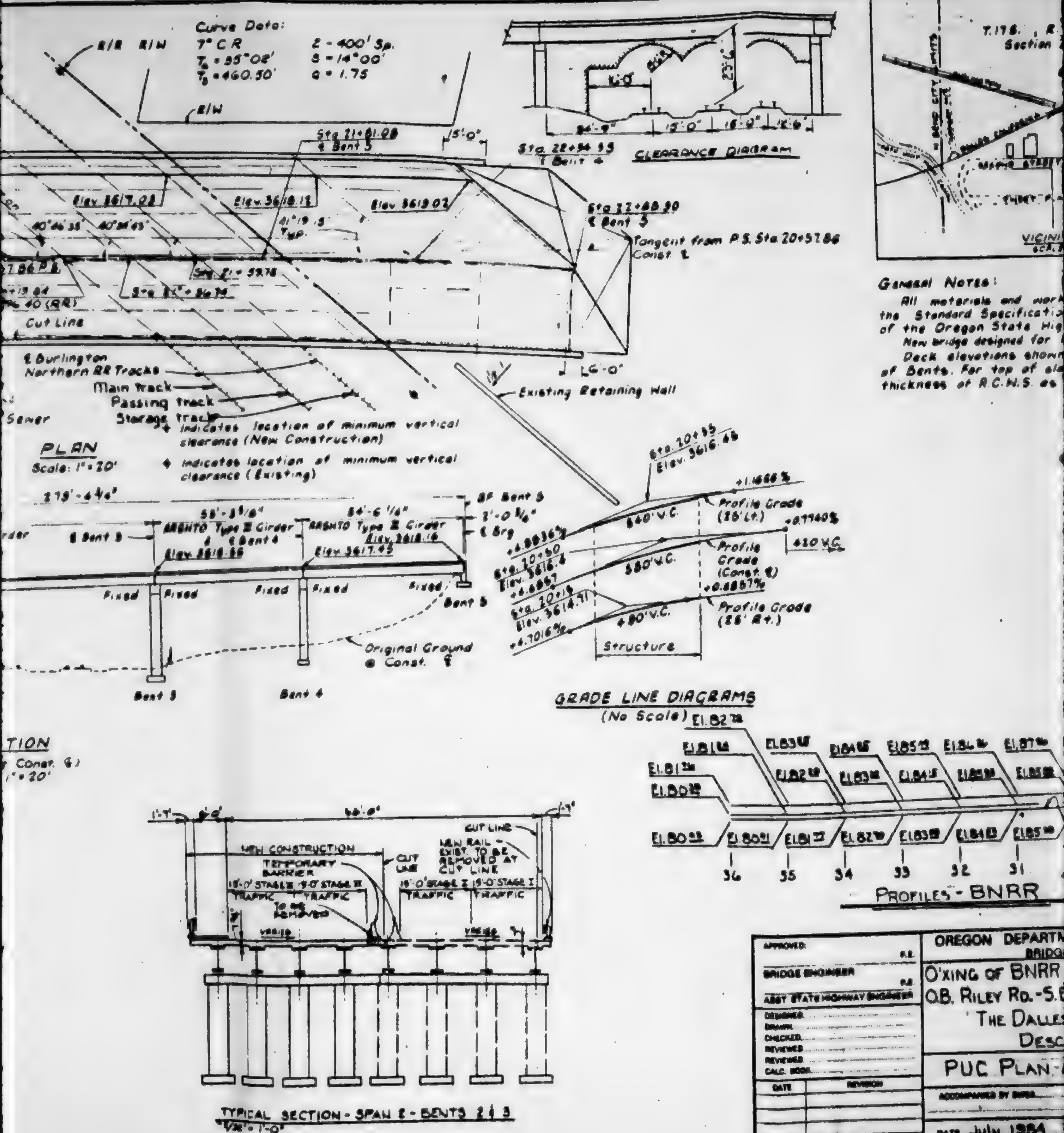
SECTION
(Taken at Const. ℄)
Scale: 1"=20'


1'-7"
6'-0"
66'-0"
1'-7"
NEW CONSTRUCTION
TEMPORARY BARRIER
CUT LINE
NEW RAIL - EXIST. TO BE REMOVED AT CUT LINE
CUT LINE
15'-0" STAGE I
15'-0" STAGE II
TRAFFIC
TRAFFIC
TO BE REMOVED
VARIES
15'-0" STAGE I
15'-0" STAGE I
TRAFFIC
TRAFFIC
VARIES

TYPICAL SECTION - SPAN 1, 3 & 4 - BENT 4
3/32"=1'-0"


1'-7"
6'-0"
NEW CO
TEM
15'-0" STAG
TRAFFIC
VARIE

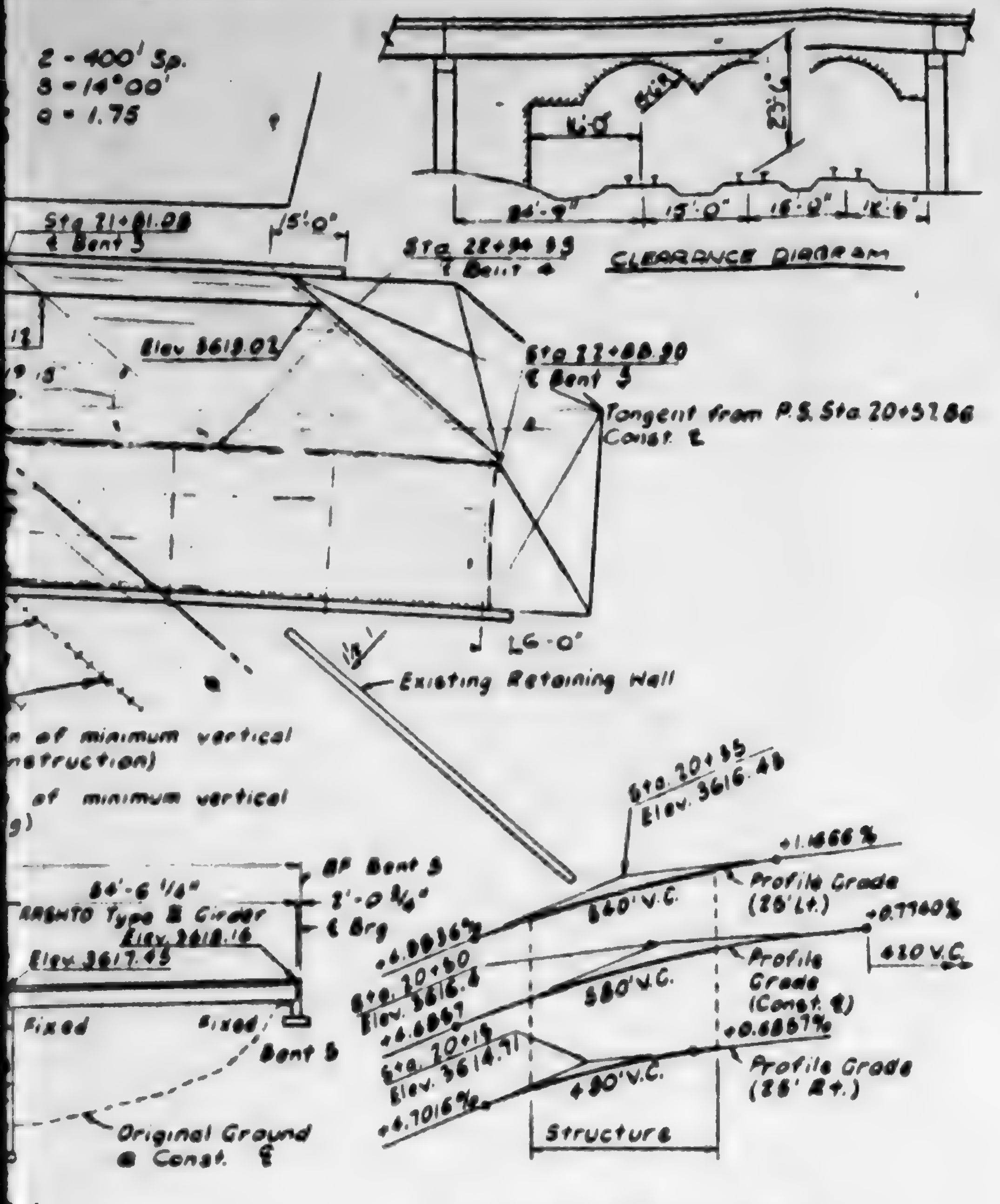
TYPICAL S
3/32"=1'-0"


Curve Data:
7° C R
T_a = 35°02'
T_b = 460.50'
Z - 400' Sp.
S = 14°00'
Q = 1.75
R/R R/W
R/W
Sta 21+81.08
℄ Bent 3
15'-0"
Sta 22+34.33
℄ Bent 4
Sta 22+88.30
℄ Bent 5
Elev 3617.02
Elev 3618.13
Elev 3619.02
40°46'35"
40°46'45"
41°19'15" Typ.
Sta 21+59.76
Sta 21+56.74
Tangent from P.S. Sta 20+57.86 Const. ℄
Cut Line
℄ Burlington Northern RR Tracks
Main track
Passing track
Storage track
Sewer
Existing Retaining Wall
16'-0"
✦ Indicates location of minimum vertical clearance (New Construction)
✦ Indicates location of minimum vertical clearance (Existing)
PLAN
Scale: 1" = 20'
16'-0"
24'-9"
15'-0"
15'-0"
12'-6"
23'-6"
CLEARANCE DIAGRAM
279'-4¼"
53'-3⅝"
54'-6 ¼"
AASHTO Type III Girder
℄ Bent 3
℄ Bent 4
BF Bent 5
2'-0 ¾"
℄ Brg
Elev 3616.86
Elev 3617.43
Elev 3618.16
Fixed
Fixed
Fixed
Fixed
Fixed
Bent 5
Original Ground @ Const. ℄
Bent 3
Bent 4
TION
Const. ℄)
1" = 20'
Sta 20+35
Elev 3616.45
+1.1666%
Profile Grade (28' Lt.)
+0.7740%
420' V.C.
560' V.C.
+6.0836%
Sta 20+50
Elev 3616.6
+6.6967
380' V.C.
Profile Grade (Const. ℄)
+0.6887%
Sta 20+14
Elev 3614.71
490' V.C.
+4.7016%
Profile Grade (28' Rt.)
Structure
GRADE LINE DIAGRAMS
(No Scale)
El. 82 74
El. 81 64
El. 83 65
El. 84 65
El. 85 43
El. 86 16
El. 87 06
El. 81 26
El. 82 89
El. 83 92
El. 84 13
El. 85 30
El. 85 88
El. 80 70
El. 80 33
El. 80 21
El. 81 77
El. 82 70
El. 83 58
El. 84 63
El. 85 10
36
35
34
33
32
31
PROFILES - BNRR
1'-7"
6'-0"
46'-0"
1'-9"
NEW CONSTRUCTION
TEMPORARY BARRIER
CUT LINE
CUT LINE
NEW RAIL - EXIST. TO BE REMOVED AT CUT LINE
15'-0" STAGE II TRAFFIC
15'-0" STAGE II TRAFFIC
TO BE REMOVED
15'-0" STAGE I TRAFFIC
15'-0" STAGE I TRAFFIC
TYPICAL SECTION - SPAN 2 - BENTS 2 & 3
3/16" = 1'-0"
T.17S., R.
Section
VICINI

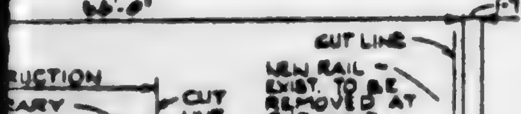
General Notes:

All materials and work
the Standard Specificati
of the Oregon State Hig
New bridge designed for
Deck elevations shown
of Bents. For top of sl
thickness of R.C.W.S. as

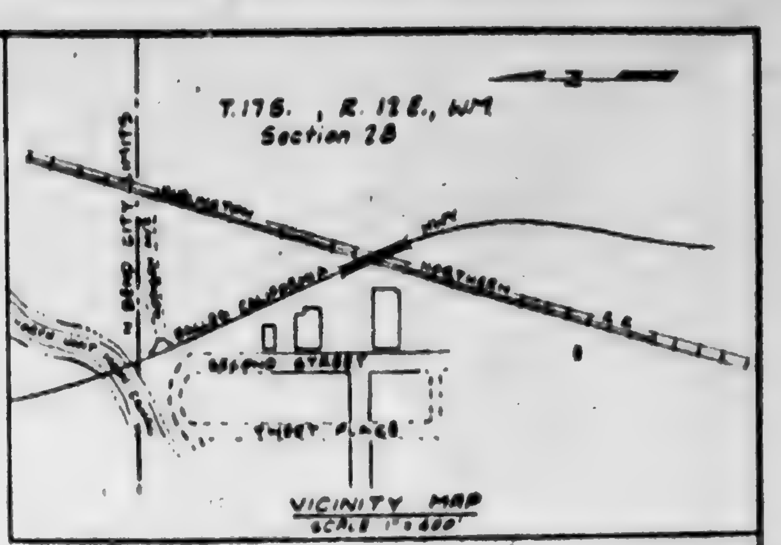
APPROVED: P.E.	OREGON DEPARTM BRIDG
BRIDGE ENGINEER P.E.	O'XING OF BNRR O.B. RILEY RD.-S. THE DALLES DESC
ASST STATE HIGHWAY ENGINEER	
DESIGNED DRAWN CHECKED REVIEWED REVIEWED CALC. BOOK	PUC PLAN,
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE July 1984 BRIDGE NO. 6887


2 - 400' Sp.
S = 14°00'
a = 1.75
Sta 21+81.08
℄ Bent 3
15'-0"
Sta 22+94.93
℄ Bent 4
CLEARANCE DIAGRAM
14'-0"
25'-6"
84'-9"
15'-0"
15'-0"
15'-6"
Elev. 3619.02
Sta 22+88.90
℄ Bent 5
Tangent from P.S. Sta 20+57.86
Const. ℄
L6-0"
Existing Retaining Wall
of minimum vertical
construction)
of minimum vertical
Sta 20+35
Elev. 3616.48
+1.1666%
BF Bent 5
2'-0 3/16"
℄ Brg
84'-6 1/16"
AASHTO Type Ⅲ Girder
Elev. 3618.16
Elev. 3617.45
Fixed
Fixed
Bent 5
Profile Grade
(28' Lt.)
560' V.C.
+0.7760%
420 V.C.
+6.0036%
Sta 20+60
Elev. 3616.6
+6.6867
580' V.C.
Profile Grade
(Const. ℄)
+0.6867%
Sta 20+15
Elev. 3614.71
+4.7016%
480' V.C.
Profile Grade
(28' Rt.)
Structure
Original Ground
@ Const. ℄

GRADE LINE DIAGRAMS
(No Scale)


66'-0"
CUT LINE
NEW RAIL - EXIST. TO BE REMOVED AT CUT LINE
CUT LINE
RUCTION
RARY
14'-0" STAGE Ⅱ TRAFFIC
15'-0" STAGE Ⅰ TRAFFIC
-0" STAGE Ⅱ
RAFFIC

TION - SPAN 2 - BENTS 2 & 3


T.17S., R.12E., WM
Section 28
NORTHERN
S.F.
THIRD STREET
BURLINGTON
BEND CITY LIMITS
PLACE

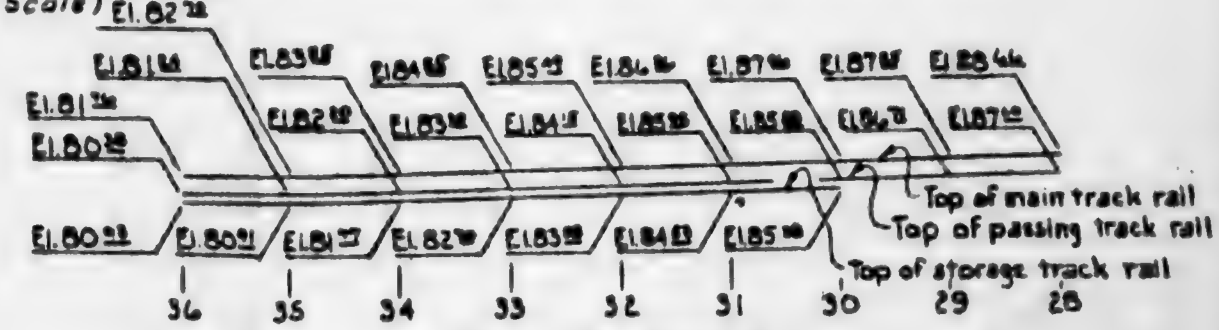
VICINITY MAP
SCALE 1"=400'

General Notes:

All materials and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

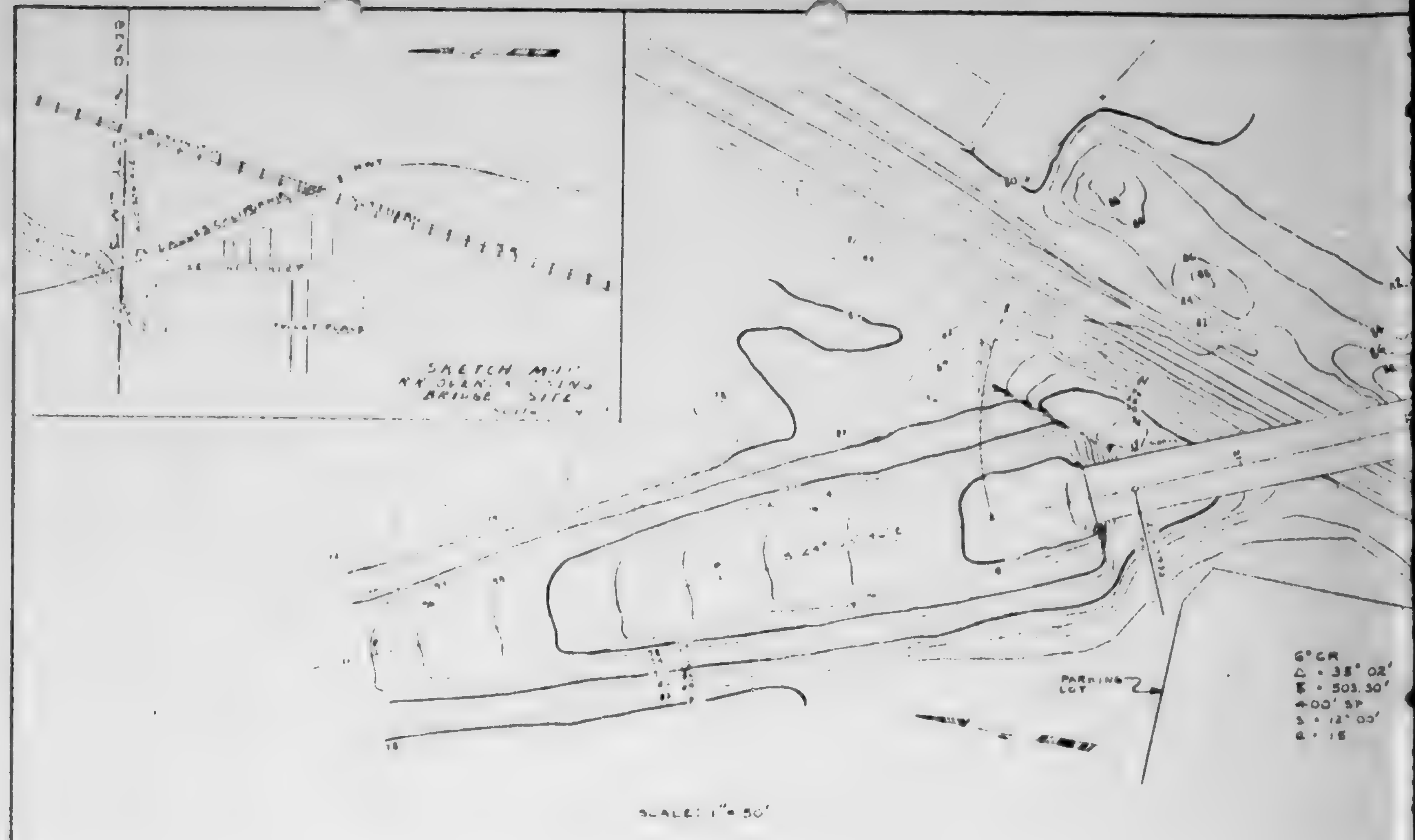
New bridge designed for HS 25-44 live loading.

Deck elevations shown are finished grade on ℄'s of Bents. For top of slab elevations, subtract thickness of A.C.W.S. as required.

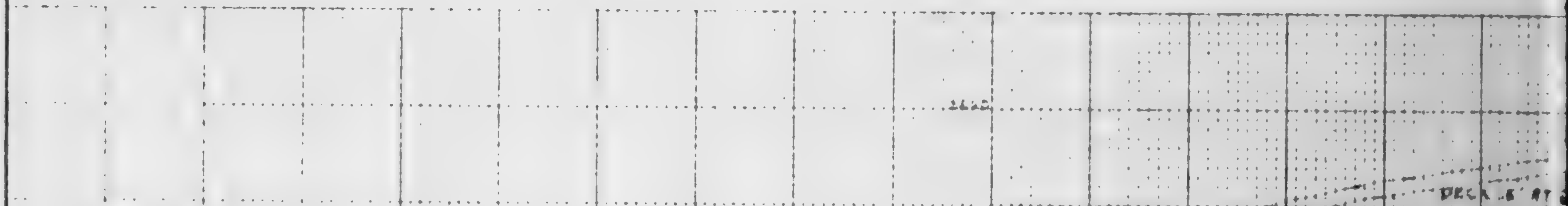

El. 82.78
El. 81.84
El. 83.65
El. 84.65
El. 85.43
El. 86.16
El. 87.06
El. 87.65
El. 88.46
El. 81.36
El. 82.80
El. 83.38
El. 84.15
El. 85.20
El. 85.80
El. 86.70
El. 87.10
El. 80.28
El. 80.23
El. 80.91
El. 81.17
El. 82.70
El. 83.58
El. 84.13
El. 85.10
Top of main track rail
Top of passing track rail
Top of storage track rail
36
35
34
33
32
31
30
29
28

PROFILES - BNRR

APPROVED:	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
P.E. BRIDGE ENGINEER P.E. ASST. STATE HIGHWAY ENGINEER	O'XING OF BNRR AT THIRD ST. WIDENING O.B. RILEY RD. - S.E. BROSTERHOUS RD. (BEND) THE DALLES - CALIFORNIA HWY. DESCHUTES COUNTY
DESIGNED DRAWN CHECKED REVIEWED REVIEWED CALC. BOOK	PUC PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE July 1984 — SHEET 1 OF
	BRIDGE NO. 08878 — DRAWING NO. 39555


SKETCH MAP
BRIDGE SITE
PARKING LOT
6° CR
Δ = 35° 02'
5 = 503.30'
400' SP
S = 12° 00'
e = 15

SCALE: 1" = 50'

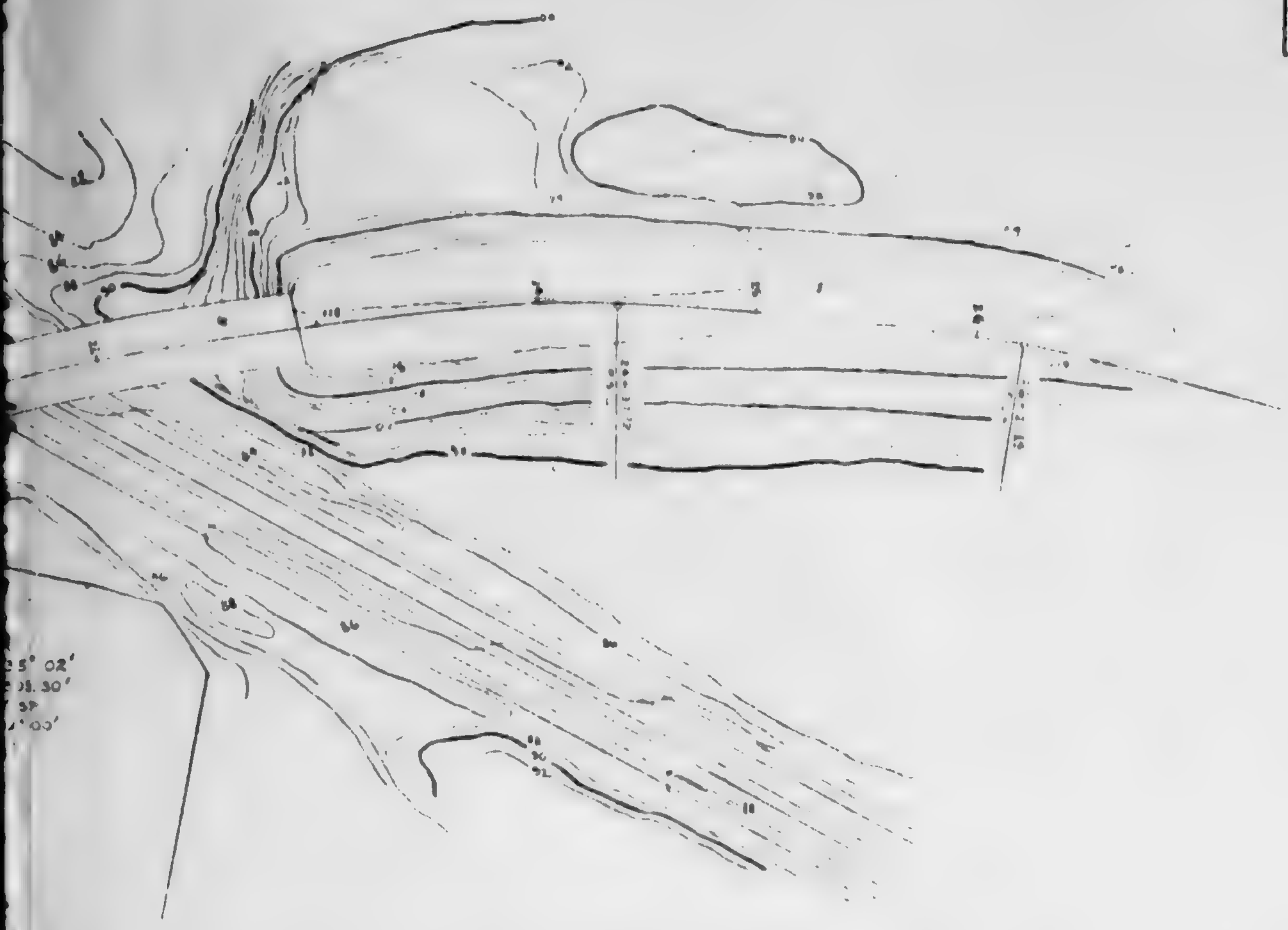

NEW CONSTRUCTION
35'6"
EXISTING STRUCTURE
15'
15'
15'
9'
DECK
RETAINING WALL
SCALE: 1" =
HORIZONT
VERTICA
20+00
21+00

TYPICAL DECK SECTION
SCALE: 1" = 10'0"

OREGON STATE HIGHWAY DIVISION
BURLINGTON NORTHERN R.R. OVERCROSSING
O.B. RILEY Rd. - BROSTERHAUS Rd.
THE DALLES - CALIFORNIA HIGHWAY
DESCHUTES COUNTY
MARCH 1983

SHEET No. 1

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON		1983	See Index



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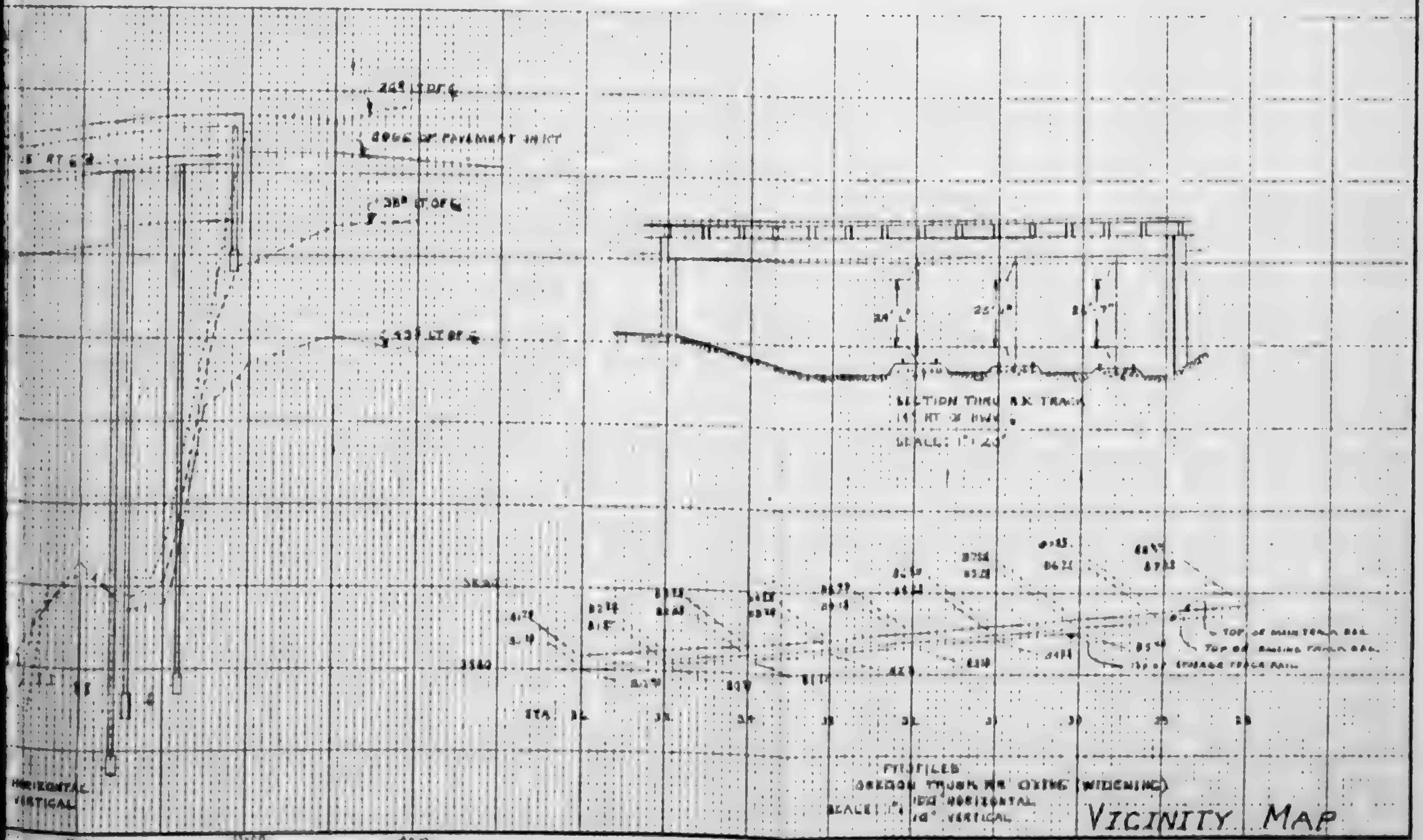

EDGE OF PAVEMENT
SECTION THRU R.R. TRACK
14' RT. OF HWY.
SCALE: 1" = 20'
TOP OF MAIN TRACK RAIL
TOP OF PASSING TRACK RAIL
TOP OF STORAGE TRACK RAIL
STA. 36
HORIZONTAL
VERTICAL

PROFILES
OREGON TRUNK RR' O'XING (WIDENING)
SCALE: 1" = 100' HORIZONTAL
10' VERTICAL

VICINITY MAP

BR. No. 8887-B DWG No 38693

CON 21-10
Bend

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
8888A

July 3, 1984

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: N. Canal Bridge Widening
Overcrossing of BNRR at Third Street
O. B. Riley-Brosterhous Road (Bend) Section
The Dalles-California Highway
Deschutes County
BRS 8888A,8887B

Enclosed are five reduced prints of Drawings 39534, 39535, 38693 and 38694 which are the preliminary plan and elevation and vicinity maps for these structures.

These structures are being widened to accommodate four lanes of traffic to match roadway widths north and south of the project. The alignment roadway width and sidewalk are in accordance with the standards governing the project. The structure type generally matches the existing structure with the exception that prestressed beam elements will be substituted for cast-in-place beams for economy and ease of construction. Traffic will be accommodated on the existing structures during construction.

The estimated cost of these structures, including a 20 percent allowance for engineering and contingencies is:

Canal Bridge	$229,000
Overcrossing BNRR	606,000

NOTED
E. S. HUNTER

We request your approval of our preliminary plan.

OMP:jrb
Enclosures
cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1
DMJM/Phillips/Reister/Haley Inc.
D. D. Allen, Region 4 Engineer /w/ 1

RECEIVED
STATE HWY ENGR
JUL 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Form 734-3122

CON 21-1C

cc: OSHD (Mr Coulier)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(10) Bend

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

GENERAL FILES

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division, Salem, OR

4. PROGRAM NO.

5. ITEM NO. 10109

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4-3-84

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

O. B. Riley Road - Brosterhaus Road

11. GENERAL DESCRIPTION OF WORK

Consultant Agreement and Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 3/26/84, I approve the consultant agreement with Daniel, Mann, Johnson & Mendenhall/Northwest and you are authorized to proceed with the preliminary engineering covered by the agreement on an actual cost basis estimated to be $85,150 - Federal funds $77,731.00 which includes a fixed fee of $6,469.64. An approved copy of the Agreement is returned herewith.

Also, as requested, I approve the revised preliminary engineering costs to a TEC of $220,820 - F.F. $194,717.

(Increase TEC $77,150 - F.F. $68,020)

Orig to 4/9

RECEIVED
STATE HWY ENGR
APR 9 '84
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE 4/3/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Con 21-10

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 3, 1984

In Reply Refer to
File No.:
DES 23
C & A 8097
(8888A)

Norman Hilton, P.E.
Vice President
Daniel, Mann, Johnson, & Mendenhall/
Northwest
10550 SW Allen Boulevard, Suite 211
Beaverton, OR 97005

Personal Service Contract
O. B. Riley-Brosterhous Road Bridges Project

Enclosed for your records is a fully executed personal service contract for preconstruction engineering services to be provided for the North Canal Bridge and Burlington Northern Railroad Overcrossing Bridge on The Dalles-California Highway in Deschutes County. The ODOT Program Section notified us today that all necessary approvals have been obtained, and that you may now begin work on the project. All work shall be done by October 18, 1984 based on Paragraph 2.b. of the Contract.

Enclosed is material from our files that may be of use. There is additional information available on the existing bridge in the files of the Bridge Section. Most of that information is on microfilm, and may be viewed by contacting the project manager.

Please continue to work exclusively through the project manager, Jimmy S. Hansen. Jim will contact you this week to arrange an on-site predesign meeting with one of my Design Supervisors and a Region 4 representative. For questions about Field Location Work, you may contact Ken Eddy, Region 4 Design Specialist, 63055 North Highway 97, P. O. Box 5309, Bend, OR 97708, telephone 388-6191.

Walter J. Hart, P.E.
Bridge Engineer

Enclosures
cc: H. S. Coulter
Program Section
Commission Services
Region 4 /w/ Contract
FHWA

Form 734-3122

Con 21-12
Bond

AGR

Walt Hart
Attn: Jimmy Hansen
BRIDGE SECTION

March 29, 1984

Robert W. Gormsen
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. 8091

Attached for transmitting to Daniel, Mann, Johnson & Mendenhall/Northwest is a fully executed personal service contract for preconstruction engineering services to be provided for O.B. Riley-Brosterhous Road Section of Highway 97.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

fkn
Att.

cc Jack Sollis (agree. att.)
Ed Marges

rll

CON 21-10

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(17) Bend

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10109

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/26/84

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:

O. B. Riley Road - Brosterhaus Road Section

11. GENERAL DESCRIPTION OF WORK

Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 3/16/84 you are authorized to proceed with all phases of right-of-way acquisition for files 53809 through 53814 as shown on R/W map 8B-19-11 at a TEC of $39,000 - Federal Funds $34,378.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO Potter
FOR
Info | Inv | R/D | D/R | Sign | Act | File

Orig to
3/30

14. DATE 3/26/84

15. SIGNATURE OF APPROVING OFFICIAL John D Wichman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 21-10
Bond

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

Date: March 26, 1984 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Personal Services Contract & Program Change
Project No. F-4-2(10)
O.B. Riley Rd. - Brosterhaus Rd. Sec.
The Dalles - California Hwy.
Deshcutes County

Enclosed for your approval are two copies of a fully executed Personal Services Contract between Daniel, Mann, Johnson & Mendenhall/Northwest and the State Highway Division on the subject project. The estimated total cost for work by the consultant is $85,150.00.

I further request the following:

1) Authorization to proceed with work by the consultant at an estimated total cost of $85,150.00.

2) Approval of a program change to increase the estimated total cost and federal funds on the project as indicated on the enclosed tabulation with revised financing as follows:

	Total Cost	Federal Funds
Present Authorization	$143,670.00	$126,687.00
Additional Required	77,150.00	68,030.00
Total	$220,820.00	$194,717.00

3) The return of one copy of the agreement approval for our files.

CL:blz

cc: Ed Manges
J. Hansen (Bridge)
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 19, 1984

In Reply Refer to
File No.:
PRO 6-5

TO: EXECUTIVE DEPARTMENT
FEDERAL AID COORDINATION UNIT

FROM: Gary A. Potter, Manager
Program Section

SUBJET: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following project:

ITEM NO.	PROJECT NO.	SECTION NAME & PNRS NO.
10109	F-4-2(17)	O.B. Riley Rd.-Brosterhaus Rd. OR 830519-132-2

CL:pf
Enclosure

cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 16, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 10109
Project No. F-4-2(17)
O.B. Riley Rd.-Brosterhaus Rd. Sec. [illegible] sig.
The Dalles-California Hwy.
Deschutes County

Enclosed is data consisting of PR-1 forms, project map, and Right-of-Way Map No. 8B-19-11 for the subject project.

I request authorization to proceed with the actual acquisition of the right of way all phases at an estimated total cost of $39,000 with an obligation of $34,378 in Federal funds. The areas to be acquired are as outlined in red on the enclosed right of way map and do not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:pf
Enclosure

cc: J. Boyd
D. Aman
General Files

Form 734-3122

9965 4 N

STATE OF OREGON **INTEROFFICE MEMO**

TO: Don Adams
Final Design Engineer

DATE: January 17, 1984

FROM: John E. Holcomb
Region Traffic Supervisor

SUBJECT: Sign Plan
O. B. Riley Road-Brosterhaus Road Section
The Dalles-California Highway
Deschutes County

Versteeg
Anderson
L Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JAN 19 1984
ROAD DESIGN SECTION

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Return to
Bring Up
Action

Some time back, Dale Allen discussed the installation of oversized street name signs to be installed at signalized intersections as part of the subject project.

These were not included in the preliminary plan sent to you on January 17. The intersections to be so signed are: Revere Avenue, Greenwood Avenue, Franklin Avenue, Wilson Avenue, Reed Market Road, and Brosterhaus Road. The signing is to face highway traffic only, not the side street.

At Brosterhaus Road, the easterly approach is to be so designated. The westerly approach is the southerly terminus of Division Street and should be so signed.

JEH:mr

cc: L. E. George

REFERRED TO
Mann Henry
Cune Edwards
Frikasp L Anderson AA
King Bedford Lau
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Coordinate w/ Bud. & Dave

NOTED
A. ANDERSON

81-125-1387

Contains Recycled Materials

9165

4 N

ROAD DESIGN SECTION 378-6558

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

January 13, 1984

J. H. Versteeg
Road Design Engineer

Files 53809 through 53814
Greenwood
O. B. Riley Rd.-Underwood Ave. (Bend) Section
The Dalles-California Highway
Deschutes County

Attached are descriptions (6 files), an authorization and right of way prints covering right of way required for the subject project.

By: JBS

Julius B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

9965

JOB 4

STATE OF OREGON **INTEROFFICE MEMO**

TO: Memo to the Files

DATE: October 24, 1983

FROM: Dale D. Allen
Region Engineer

Dale

SUBJECT: O. B. Riley-Brosterhaus Road, Unit II
North US 97 and Division Street Connection

On this date, a meeting was held with Neil Hudson, Dave Hoerning, John Holcomb, Harold Brainerd, Bob Lammert, and Dale Allen concerning the proposed traffic patterns of the above intersection. The design which would complement the County's efforts to date would involve the following changes to the Preliminary Plans.

1. The O. B. Riley Connection to US 97 would be closed.
2. The new connection near Izzy's Pizza Parlor would be constructed with a signalized intersection. Cost of the signals would be shared with the appropriate developers.
3. The negotiations between the County, Arnie Swarens, and Taylor Rental would proceed as desired by the County.
4. In the event the J. C. Penney's develops behind the mall, they would provide the necessary connections to the new access coming out adjacent to Izzy's Pizza.
5. As part of the contract, a signal would be added at the new connection. warrants??

NOTED L. E. GEORGE

The other item discussed was the need for a left-turn for northbound traffic on US 97 to enter Division Street. At this point, the opinion seems to be that Penney's will go in and there will be a strong effort from this area to add this overpass at the next Six-Year update. The County indicated they may be willing to provide the matching funds for that project. In any event, if the structure was built the left turns would not be possible, so the consensus was why provide for them at this time. ?

It was agreed by everyone that we need to set up a meeting with all the interested property owners and go over the design. Subject to their approval, the County will provide this office with a letter assuring us that the new road would be built by Izzy'a Pizza by the time our contract is complete.

DDA:mr

cc: Bob Lammert
Deschutes County
Jim Butler, Traffic Section

1 Versteeg ✓
Anderson A
V Adams A
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
OCT 28 1983
ROAD DESIGN SECTION

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OCT 2 8 1983
TRAFFIC ENGINEERING

NOTED WAYNE HOFSTETTER

Don Stroud have Stoudenmeyer review this proposal
XC Bud Mann
H

7

ROAD DESIGN SECTION

DES 23-8
DES 16

Walt Hart
Bridge Engineer

October 13, 1983

1 [illegible] ✓
Anderson
Adams
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

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OCT 17 1983
ROAD DESIGN SECTION

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Action

Donald R. Adams, P.E.
Final Design Engineer

Vehicle-Pedestrian Separation
on Structures

The proposed bridge design for the railroad overcrossing structure and the North Canal Bridge structure on the O. B. Riley-N.E. Underwood project on the Central Oregon Highway calls for installation of concrete barrier between traffic and the pedestrian facility.

Installation of barrier at this location, and on any structure, poses problems with barrier terminal and, in this particular instance, sight distance problems on an intersecting road. It is stated that it is necessary to separate traffic from the pedestrians where speeds of 40 MPH and up are expected.

I can't help but wonder how many pedestrians find themselves "exposed to traffic" on the bridge in a given day, compared to the constant potential hazard to motorists of a concrete barrier terminal that is used in lieu of a curb. The sloped terminal end, as a mitigative measure, is not the best solution. I believe the design should incorporate a curbed sidewalk without the concrete barrier on this job.

I have asked the Traffic Engineering Section to see if there are any accident statistics that would support the continuation or elimination of this barrier installation. I am not sure how long it will take. In the meantime, I think we should eliminate the curb-side barrier on this job. If these two bridges are to be awarded to consultants for development, this issue would be best resolved before that award.

While these two structures have initiated this reaction, I think a clarification of policy is necessary and hope information from the Traffic Section will help its development.

DRA:mg ja

cc L. E. George
fw N. E. Mann

9765 4 N

STATE OF OREGON

INTEROFFICE MEMO

TO: N. E. Mann
Design Supervisor

DATE: October 3, 1983

FROM: John E. Holcomb
Region Traffic Supervisor

SUBJECT: Unit II
O. B. Riley Road--Brosterhaus Road Section
The Dalles--California Highway
Deschutes County

REFERRED TO
Watson Mann NEM
Cole Stoudenmeyer
Eriksen King
Beard Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Attached are two sketches showing the proposed striping configuration for the Riverhouse II--BNRR O'Xing portion of the subject project. This centers on the Division Street (formerly First St.) intersection, which you inquired about a week or so ago.

Please note the following:

1. The Riverhouse intersection shown at station L 2 2+50 is probable only. Its actual location depends on the development of the adjacent properties.

2. If we get our way on this, the easterly approach of Division Street (Riley Road) at station L 2 7+00 will be one-way, away from the highway. This will permit a dual left turn for northbound traffic from Division Street at the southwesterly approach without adding phases to the signal controller. Left turns will not be prohibited from the highway.

3. The County and City are presently engaged in an effort to design an overcrossing of the highway at about station L 2 9+00. If and when such a project becomes a reality, the intersection at station L 2 7+00 will be obliterated. Because the overcrossing is still in the early planning stages, we should proceed as shown on the attached sketch.

4. The traffic which presently enters or crosses the highway from the east at station L 2 7+00 will be forced to gain access at the intersection described in paragraph 1 above. It is our intent to have at least the easterly approach of this intersection constructed by the time the subject section is under contract. This intersection will be compatible with the County's project included in paragraph 3 above.

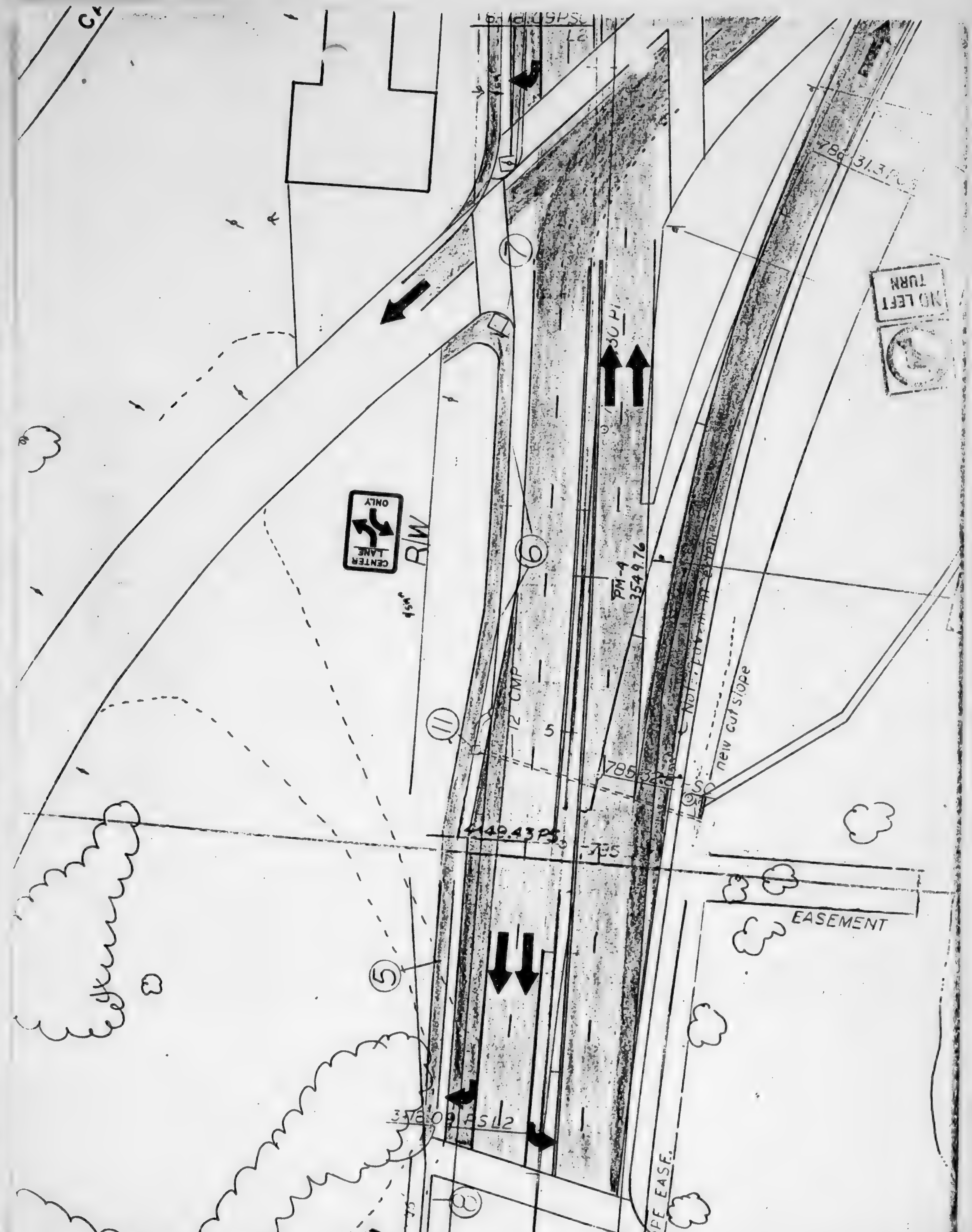
JEH:br

Enclosures

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Turpin
3 Trout
Wakerlig

RECEIVED
OCT 04 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action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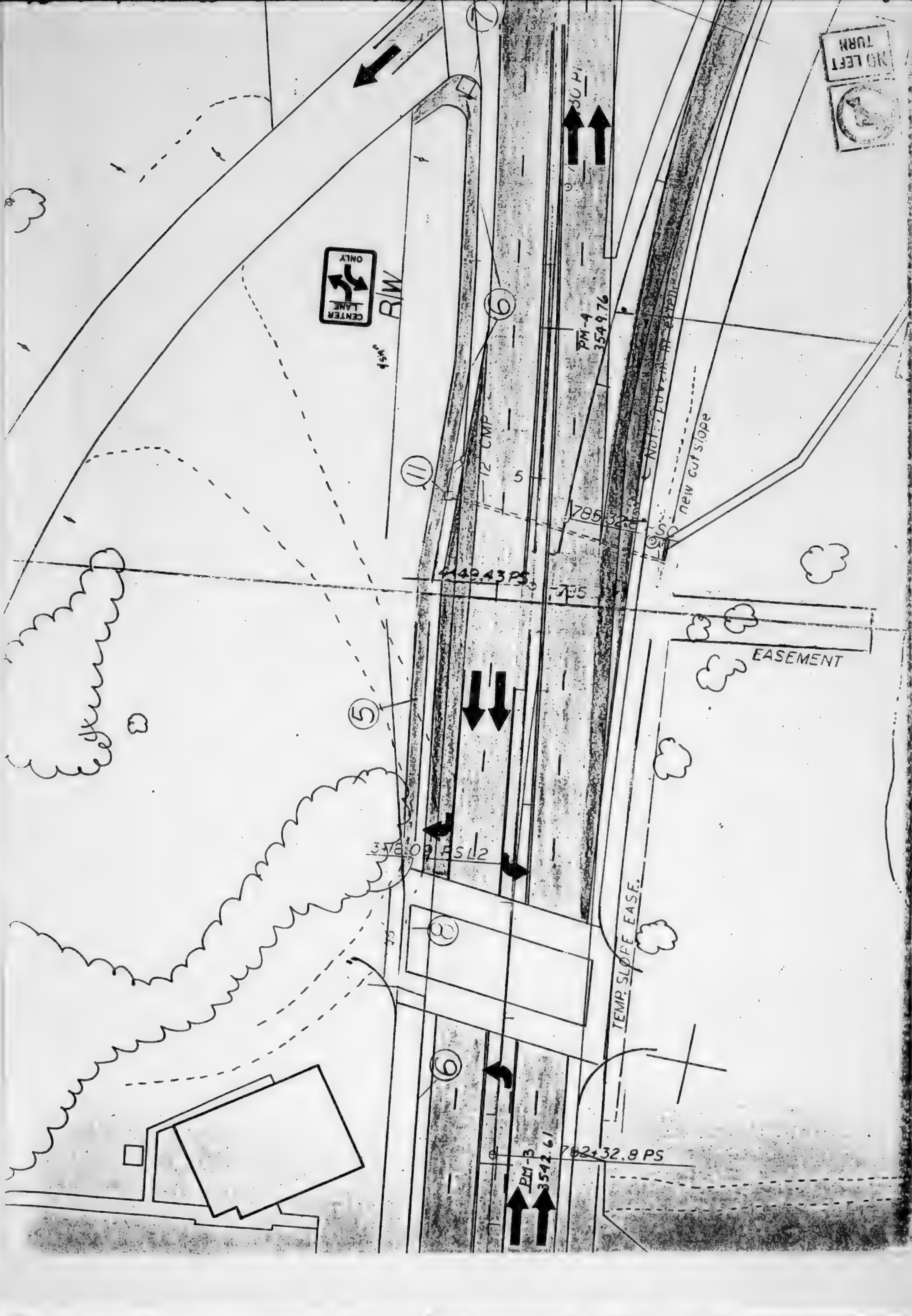
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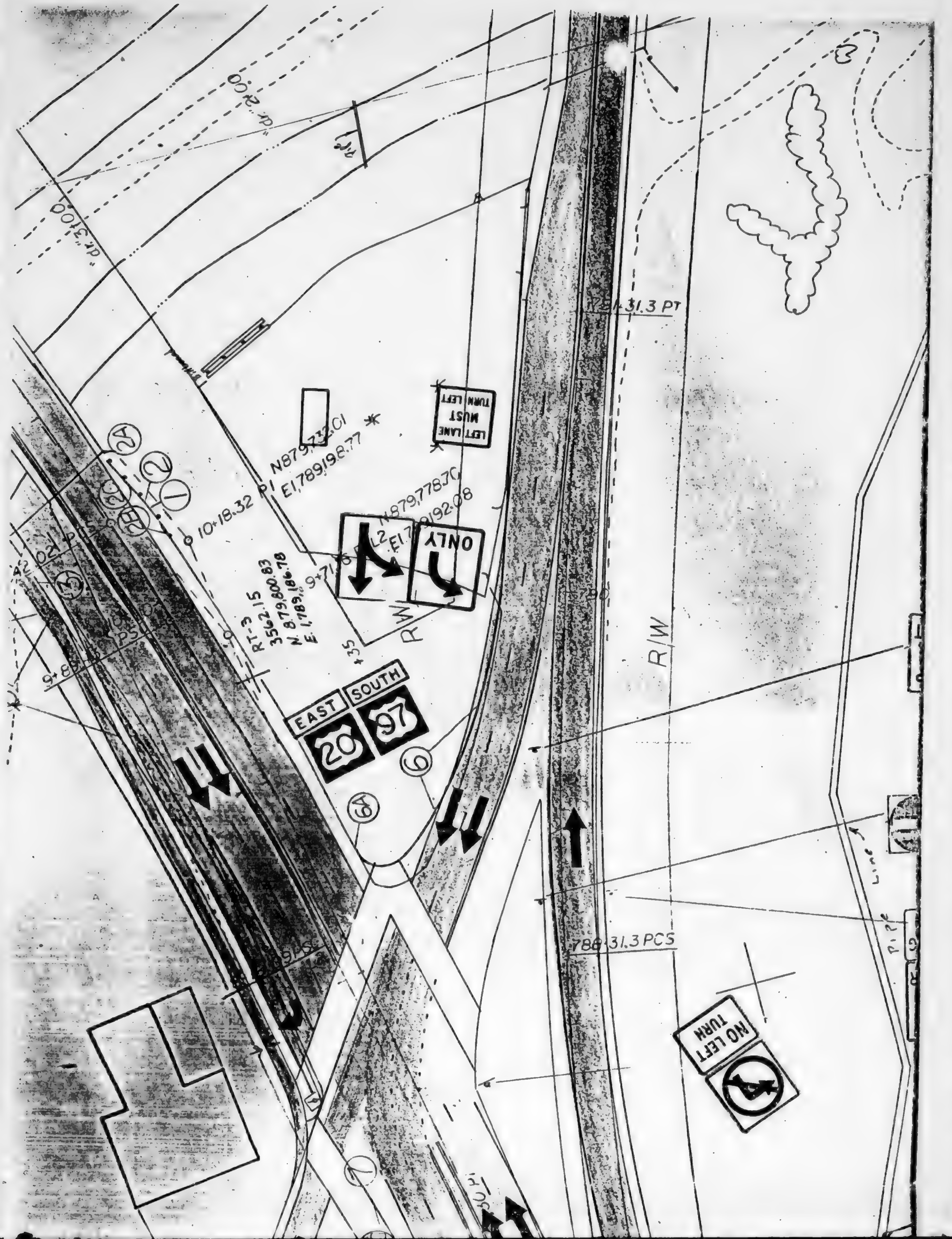d=2°00'
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E1,789,192.08
9+71.76 PI L2
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E. 1,789,186.78
+35
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751+31.3 PT
788+31.3 PCS
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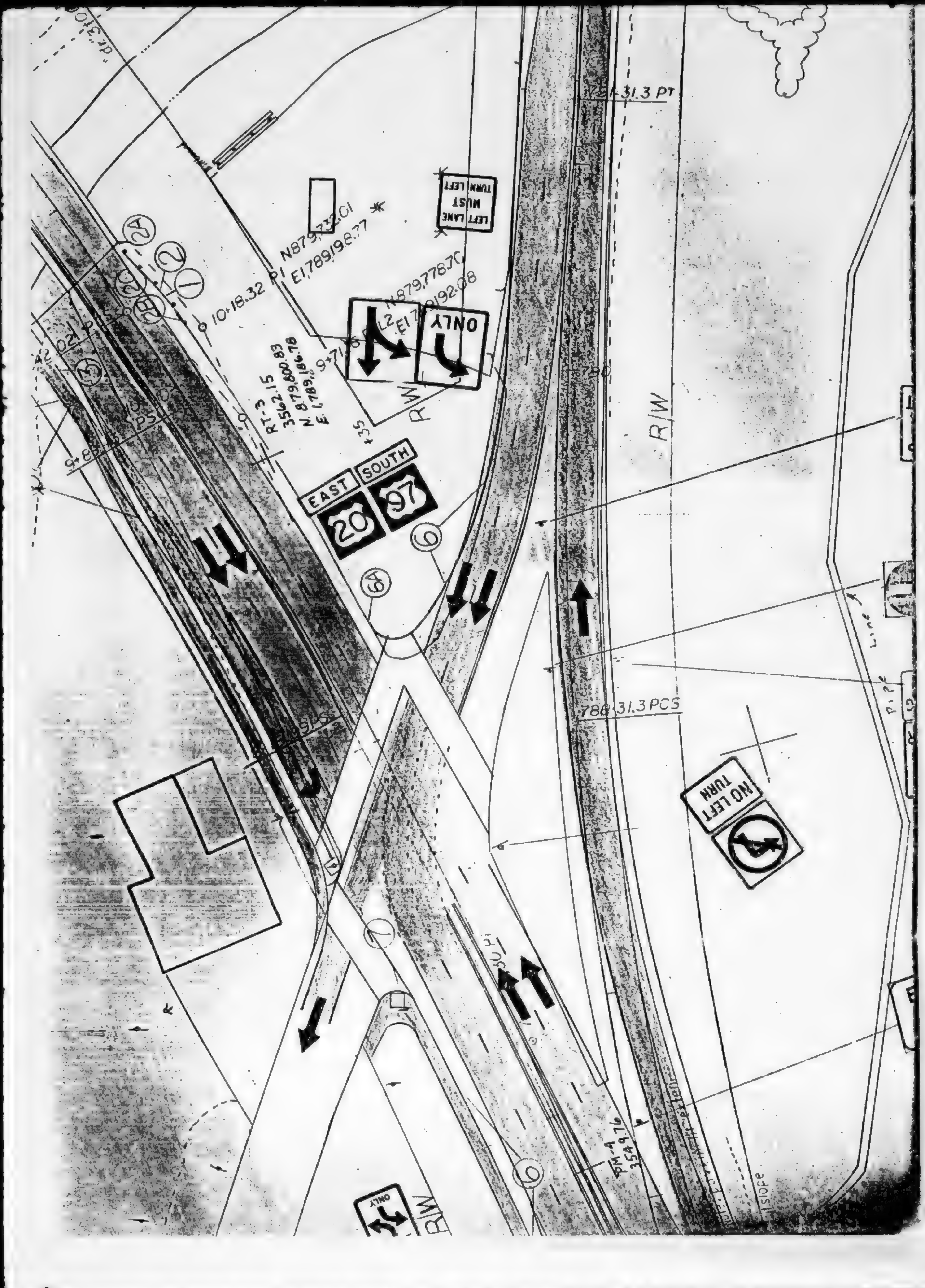
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Con 21-10

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(10) Send

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10109

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/21/83

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
O. B. Riley Road - Brosterhaus Road

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 9/16/83 I approve the revised Preliminary Engineering Costs to a TEC of $143,670 Federal Funds $126,687.

(Increase TEC $52,670 Federal Funds $46,444)

RECEIVED
STATE HWY ENGR
SEP 28 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
9/2

14. DATE 9/21/83

15. SIGNATURE OF APPROVING OFFICIAL Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9765 4

PROJEC PROSPECTUS

PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

The Dalles /California Highway #4

SECTION O. B. Riley Road-Brosterhouse Road

KEY ID#

REGION 4

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	3	009-1914	9-6-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 53,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 5,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY		5,000	934 GEOLOGY		2,300
903 LOCAL GOVERNMENT			918 LOCATION		10,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		4,500
905 FINAL DESIGN		17,500	920 PROGRAM MANAGEMENT		600	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		8,000	921 SPECIFICA-TIONS		5,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN		1,000	922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		2,000	950 TRAINING		1,670
910 REGION GEOLOGIST		3,300	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		15,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		5,200	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,600	932 RAILROAD & UTILITIES		600			

TOTALS	$	$ 143,670
PREVIOUS AUTHORIZATION		$ 84,400
ADD. AUTH. REQUIRED		$ 59,270

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER F-4(2)10

LOCATION ENGINEER'S REMARKS

The previous authorizations were for the field survey work for the entire widening/signal revision project and for the interim signal revision PS&E (from First St to Brosterhaus Rd). This authorization is for the completion of the PS&E for the widening portion of the original project. This will complete the four-laning of The Dalles/California Highway in the Bend area.

1 Versteeg ✓
cy Anderson
2 Adams
cy Macnab
3 Stoudenmeyer
Terpin
4 Trout
cy Wakerlig
5 Molly

RECEIVED
OCT 06 1983
ROAD DESIGN SECTION

Cy to Lyle

Do Not File ☐
Return To
Bring Up
Action

PREPARED BY Donald Berg	DATE 9-6-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE [illegible]
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH SERVICES X	DATE [illegible]
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2/12/81 9/21/83	

734-1914 (7-82)

rll 9965 Jra 7-9

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-4-2(14)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30159

8-22-83

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/22/83

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 97

10. GENERAL LOCATION:
Arnold Ditch Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 8/22/83 I approve the revised Preliminary Engineering Costs to a TEC of $6,300 Federal Funds $5,670.

(Increase TEC $3,300 Federal Funds $2,970)

RECEIVED
STATE HWY ENGR
AUG 30 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

ONG to
8/31

14. DATE 8/22/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TRA 7-9

STATE OF OREGON 1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

August 22, 1983

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Project Unit Engineer

SUBJECT: Program Change
Item No. 30159
Project No. HES-4-2(14)
Arnold Ditch Bridge Section
Deschutes County

I request program change to increase preliminary engineering to $6,300 total cost with obligation of $5,670 in Federal funds. This increase was shown on the PR-1 form but was not reflected in the submittal letter. The increase of Federal funds would be $2,970.

DRH:pf

cc: L. E. George
D. D. Allen, Region 4
General Files

rll

Tra 7-9

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-4-2(14)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

8-2-83

4. PROGRAM NO.

5. ITEM NO.
30159

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/2/83

8. FEDERAL ROUTE NUMBER
Primary 4

9. STATE ROUTE NUMBER
Primary 97

10. GENERAL LOCATION:
Arnold Ditch Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $3,000 - F.F. $2,700
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7/21/83.

RECEIVED
STATE HWY ENGR
AUG 8 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

[illegible]

14. DATE
8/2/83

15. SIGNATURE OF APPROVING OFFICIAL
G K Hossner

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-7?) PREVIOUS EDITIONS MAY BE USED

TRH 7-95
C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: July 21, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Data Submission
Item No. 30159
Project No. HES-4-2(14)
Arnold Ditch Bridge Section
Deschutes County

Attached data consists of PR-1 forms with project maps, Safety Priority Index System data sheet, collision diagram, accident report and sketch map.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Authorization to proceed with all phases of preliminary engineering work necessary to obtain PS&E approval at an estimated total cost of $3,000 with an obligation of $2,700 in Federal funds.

DRH:bkb
Attachments
cc: L.E. George
Dale D. Allen (Region 4)
General Files

Form 734-3122

Lia 7-9

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

Date: June 15, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
The Dalles-California Highway No. 4 MP 143.27

A project has been requested to install guard rail at a structure on the The Dalles-California Highway at Arnold Ditch.

Construction will be by contract with all phases of engineering being performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	The Dalles-California Hwy @ Arnold Ditch Structure Deschutes County	$31,000	$27,900	$3,100

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. George
Traffic Engineer

orig to [illegible] ltr [illegible] files 6/2[illegible]

RHB/rhb
Attachments

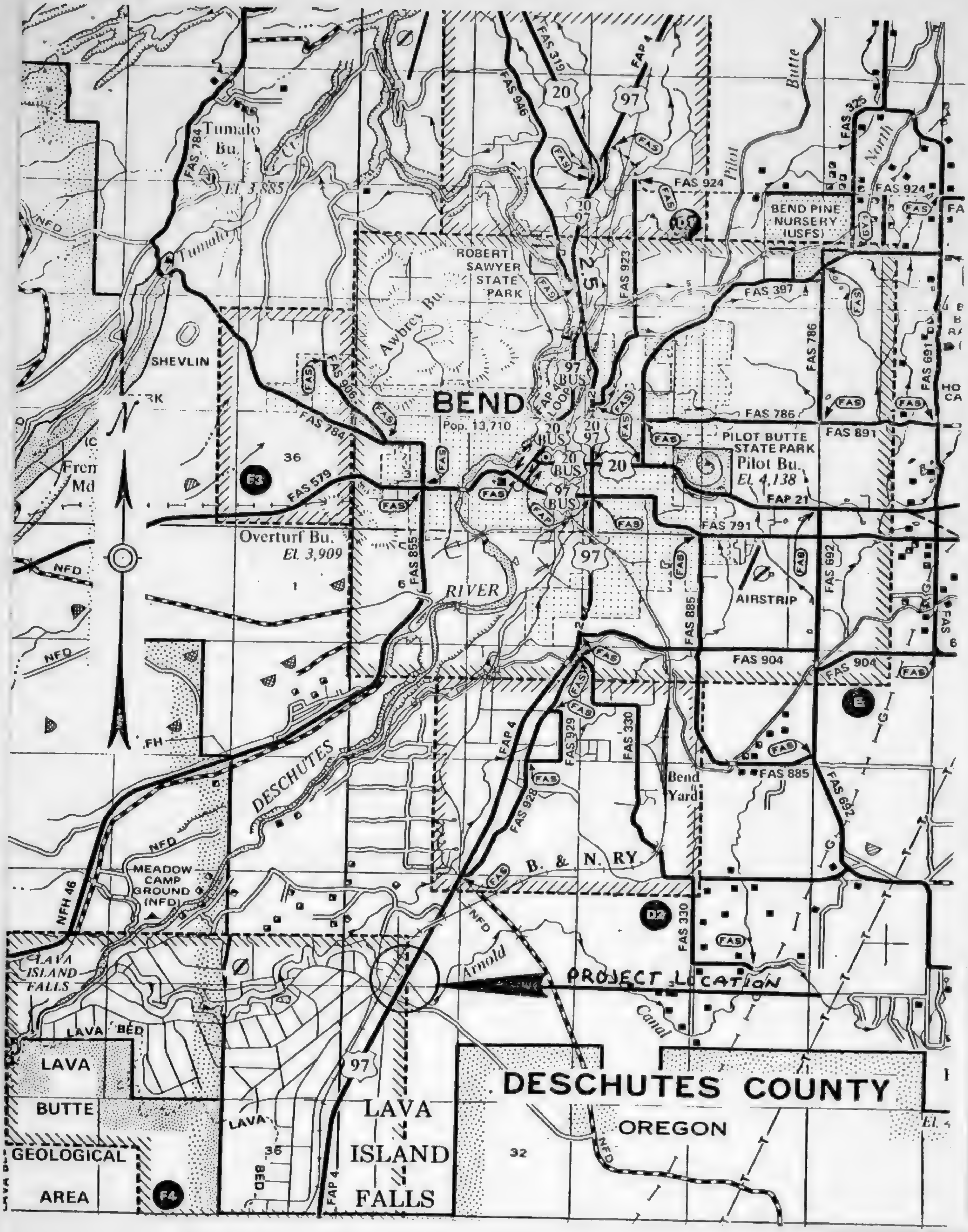
RECEIVED
STATE HWY ENGR
JUN 17 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED:

H S Coulter
State Highway Engineer

DATE: 6-17-83


BEND
Pop. 13,710
DESCHUTES COUNTY
OREGON
PROJECT LOCATION
Tumalo Bu.
El. 3,885
Tumalo
SHEVLIN
ROBERT SAWYER STATE PARK
Awbrey Bu.
BEND PINE NURSERY (USFS)
PILOT BUTTE STATE PARK
Pilot Bu.
El. 4,138
Pilot Butte
North
Overturf Bu.
El. 3,909
AIRSTRIP
RIVER
DESCHUTES
Bend Yard
B. & N. RY.
MEADOW CAMP GROUND (NFD)
LAVA ISLAND FALLS
LAVA BED
LAVA BUTTE GEOLOGICAL AREA
LAVA ISLAND FALLS
Arnold
Canal
NFD
NFH 46
FH
FAS 784
FAS 906
FAS 579
FAS 855
FAS 946
FAS 319
FAP 4
FAS 924
FAS 923
FAS 397
FAS 786
FAS 891
FAS 691
FAS 325
FAP 21
FAS 791
FAS 885
FAS 692
FAS 904
FAS 929
FAS 928
FAS 330
20
97
2.5
BUS
FAP 4 LOOP
F3
F4
D2
E
G
36
1
6
32
35
El. 4

CON 21-10
Bend

RECEIVED
STATE HWY ENGR
JUL 8 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-373
Toll Free Number - 1-800-452-7813

PROGRAM SECTION
7-7-83

NOTED
H.S. COULTER

cc: FHWA
State Highway Enginee
Location Unit
Right of Way Section
Road Design Section
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
D. D. Allen, Region 4 Engineer
R. L. Lammert, District 10 Engineer

CONCLUSIONS

APPLICANT: Dept. of Transportation

PROJECT TITLE: O.B. Riley Rd - Brosterhaus Rd

DATE: June 14, 1983

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 830519-132-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
RECEIVED
MAY 27 1983
DIVISION OF STATE LANDS

PNRS STATE REVIEW

Project #: OR 830519-132-2 Return Date: JUN 10 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

☐ It has no adverse effect.

☐ We have no comment.

☐ Effects, although measurable, would be acceptable.

☐ It has Adverse effects. (Explain in Remarks Section)

☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

☑ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.J.

PNRS #2 Phone Number 8-3057

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

JUN 14 1983

Management Services Div,
Dept. of Environmental Quality
RECEIVED
MAY 27 1983

PNRS STATE REVIEW

Project #: OR 830519-132-2

Return Date: JUN 10 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- (✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Based on discussions with Gary Potter and Cam Gilmour on 6-10-83, we do not believe that this project would need an Indirect Source Construction Permit. Traffic volume forecasts should be checked in order to make a final determination.

Agency DEQ

By Howard W. Harris

Phone Number 229-6086

PNRS #2

4

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Deschutes Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Arnold Ditch Structure Guardrail (M.P. 143.27)

REGION: 4

The Dalles-Calif. Hwy

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 9-1924

DATE: 6-6-83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
908 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		100	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 6,300
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: HES-4-2(14)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson cy
2 Adams
Macnab cy
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig cy
5 Molly

RECEIVED
AUG 19 1983
ROAD DESIGN SECTION

cy to Lyle

Do Not File ☐
Return To
Bring Up ..../..../....
Action

HES Approved by Hwy. Engr. 6-17-83

PREPARED BY J.R. Hagedorn	DATE 6/6/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X for	DATE 8-10-83
RECOMMENDED, REGION ENGINEER X	DATE 6/6/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X Boyd	DATE 8/10/83
RECOMMENDED, LOCATION ENGINEER X	DATE 8/9/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 8-2-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

ADG002

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01787

REGION 4

SECTION Arnold Ditch Structure Guardrail (M.P. 143.27)

STATE HIGHWAY # 4	HIGHWAY NAME The Dalles/California	MILE POST FROM 143.27 TO	LENGTH 145 feet
☐ URBAN ☒ RURAL	CITY	COUNTY Deschutes	ROAD/STREET NAME
ROUTE # U.S. 97	FEDERAL AID # 4	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 2/6 3.
RIGHT OF WAY		$
ROADWAY	$ 19.	
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 1.	
	$	
40% ENGINEERING & CONTINGENCIES	$ 8.	
TOTAL CONSTRUCTION		$ 28.
TOTAL ESTIMATE		$ 31.

PROJECT DATA	
GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
Guardrail	X
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	7
WORK TYPE (1-12)	8

RIGHT OF WAY	
FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0
WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A

CONSTRUCTION BY
☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Title II HES	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	/ 2
SIGNALS (#)		
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	9,600	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM
Unprotected bridge rails present a hazard to motorists.
H.C = 37'-2"

PROPOSED SOLUTION
Install beam type guardrail.

REQUESTED, REGION ENGINEER X	DATE 5/24/83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING
6/17/83		

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Arnold Ditch Structure Guardrail (M.P. 143.27)

REGION
4

PROJECT JUSTIFICATION

A recent accident, resulting in a fatality, has occurred involving the structure hand rail. Standard guardrail protection will alleviate this hazard. A satisfactory (6+) B/C ratio is indicated.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Arnold Ditch Structure Guardrail (M.P. 143.27)

REGION
4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	Y	(LIST BELOW)	

COMPANIES
Pacific N. W. Bell

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED
55

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
		(BIKEPATH)		8'			12'	0	12'			8'	(BIKEPATH)			
								SAME								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

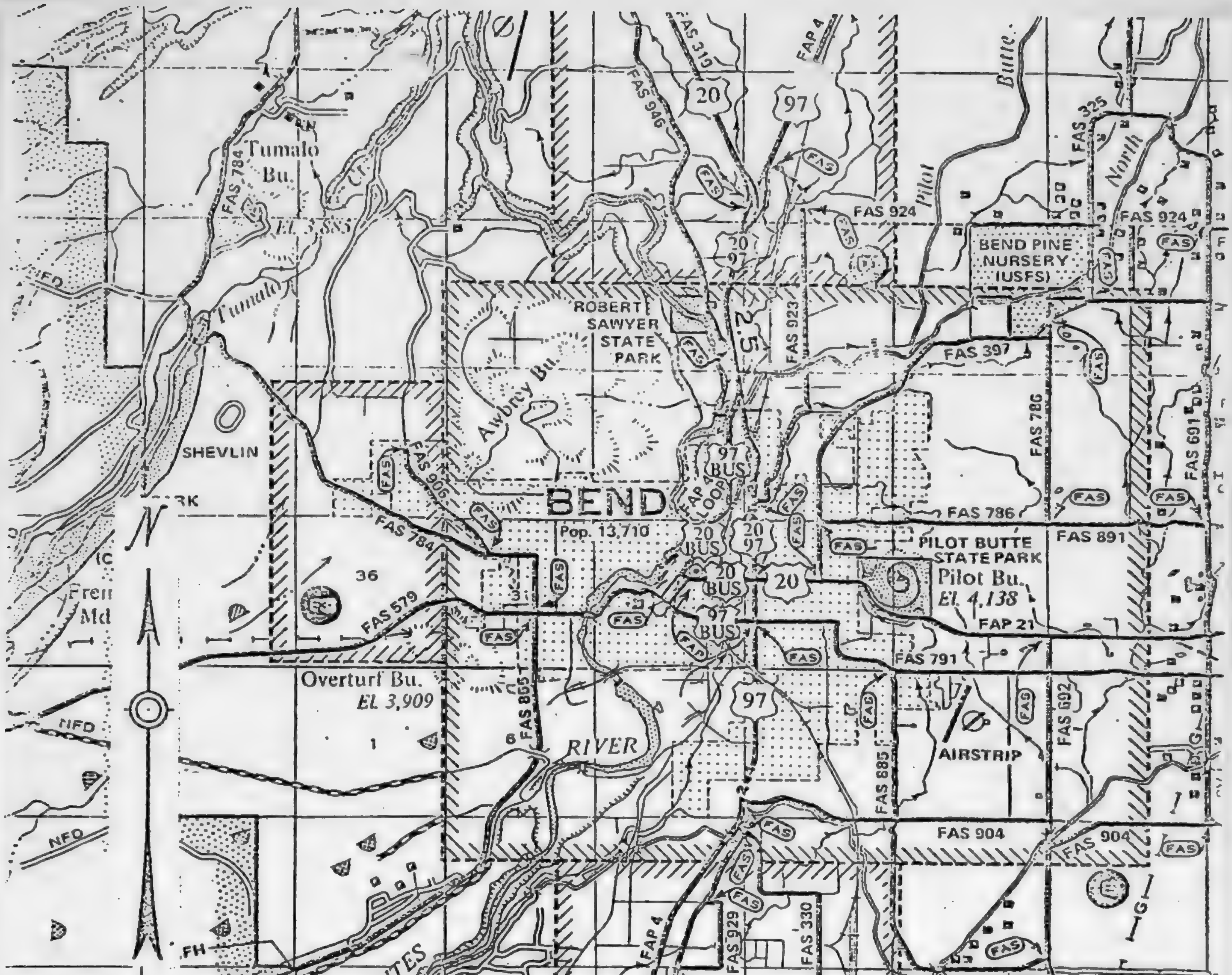
APPROVED

Location Engineer

Date 8/9/83

L.E. GEORGE

734-1912 (7-82)


FAS 319
FAP 4
Butte
20
97
FAS 946
Tumalo Bu.
EL 3,885
FAS 784
Cr.
Pilot
North
FAS 325
FAS 924
FAS 924
BEND PINE NURSERY (USFS)
NFD
Tumalo
20
97
25
ROBERT SAWYER STATE PARK
FAS 923
FAS 397
Awbrey Bu.
SHEVLIN
FAS 906
FAS
97 BUS
FAS 786
FAS 691
N
BEND
Pop. 13,710
FAP LOOP
FAS 784
20 BUS
20 97
FAS 786
FAS 891
PILOT BUTTE STATE PARK
Pilot Bu.
EL 4,138
36
Md
FAS 579
20 BUS
20
FAS
97 BUS
FAP 21
FAS 791
Overturf Bu.
EL 3,909
FAS 865
97
NFD
1
6
RIVER
FAS 885
AIRSTRIP
FAS 692
NFD
FAS 904
FAS 904
FAS
FH
DESCHUTES
FAP 4
FAS 929
FAS 330
FAS
Bend Yard
FAS 885
FAS 692
FAS 928
NFD
B. & N. RY.
MEADOW CAMP GROUND (NFO)
NFH 46
NFD
FAS 330
FAS
LAVA ISLAND FALLS
Arnold
PROJECT LOCATION
Canal
LAVA BED
LAVA
97
BUTTE
LAVA
DESCHUTES COUNTY
OREGON
GEOLOGICAL
AREA
36
BED
FAP 4
LAVA ISLAND FALLS
32
NFD

[illegible]

CCN 21-10
Bend

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:

PRO

Date: May 17, 1983

To: Executive Department
Federal-Aid Coordination Unit

Central Oregon Intergovernmental
Council
1106 W. Highland
P.O. Box 575
Redmond, OR 97756

Gary A. Potter

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 10
Section: O.B. Riley Rd.-Brosterhaus Rd. (Bend) Section
Highway: The Dalles-California Hwy., US Route 97
County: Deschutes

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be June 24, 1983.

JLG:bks
Attachments

RECEIVED
STATE HWY ENGR
MAY 19 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 O.B. Riley Rd.-Brosterhaus Rd. (Bend) Section			
11	12] PROJECT LOCATION—CITY The Dalles-California Hwy. US Route 97	PROJECT LOCATION—COUNTY Deschutes	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Widen existing two-lane highway section to four-lane highway.

06 12] [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,195,000		161,000			1,356,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?

Yes ☒ 29 No ☐ 30 Date: 5-17-83

(D) REVIEW REQUIRED by A-95: Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT: Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	June	24	1983

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☐ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☒ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☐ Date:

VI. If project includes state funds (12C), identify agency OSHD

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 project, categorical exclusion, according to the 1978 environmental quality guidelines.

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

KEY ID #

SECTION
O.B. RILEY ROAD - BROSTERHAUS ROAD

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

Project requires 0.3 - 0.4 acres of right-of-way to be purchased from parcels owned by an abutting private utility. No improvements other than landscaping and a fence are within the area required for purchase. Landscaping and the fence can be replaced at the owner's option.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Project is consistent with the local comprehensive plan. Land use change induced by this project is not expected since the project only better balances the capacity of this comparatively short project section with longer sections of greater capacity to the north and south, and improves traffic safety through signing and channelization. These changes in traffic capacity and safety are not expected to significantly affect land use in the area.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project is not expected to change the overall volume of traffic relative to No-Build conditions, but is expected to improve traffic flow and safety along the 0.7 mile long project section. The channelization of Division Street and U.S. 97 will promote traffic diversion from U.S. 97 to Division Street, which has been planned for years. (Contined on attached page).

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. Natural conditions are absent from the project construction zone.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) See attached page

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Indirect Source Construction Permit

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

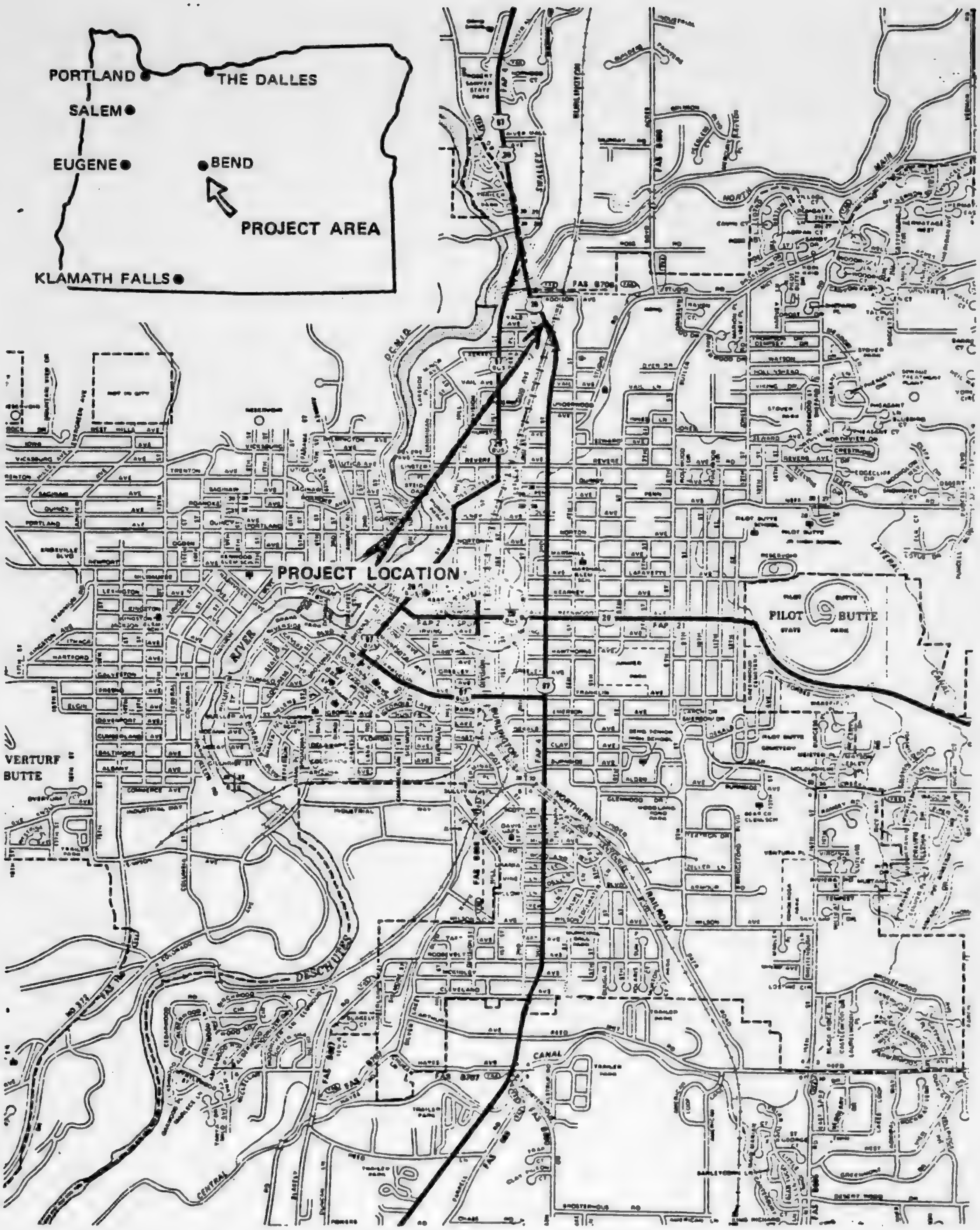
734-1913 (7-82)

Estimated Impact on Traffic Volumes, Flow Patterns and Safety (Cont.):

The impacts of increased traffic on Division Street have been the subject of two Environmental Assessments, which concluded in a finding of no significant impact.

Recommended Project Classification (Cont.):

This project would widen the existing two-lane highway section to four lanes, but significant changes in traffic volumes or patterns is not foreseen. The improvement is for localized purposes only, being 0.7 miles in length. The highway on either end of the project is five-lanes, so this project is only better matching the traffic capacity of the highway leading to and from the project section. This meets the meaning of 23 CFR 771.115 for Categorical Exclustions. Moreover, only a minor amount of additional right-of-way is needed, and access control will not change.


PORTLAND
THE DALLES
SALEM
EUGENE
BEND
PROJECT AREA
KLAMATH FALLS
PROJECT LOCATION
PILOT BUTTE
VERTURF BUTTE
RIVER
DESCHUTES
CANAL
NORTH
MAIN

Con 21-10
Bend

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No
ENV 3

April 19, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Suite 100, NE
Salem, OR 97301

RE: Project Classification
O.B. Riley Road - Brosterhaus Road
The Dalles - California Highway
Deschutes County
F-4-2(10)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour
Project Coordinator
Environmental Section

CG:1b

Attachments (4)

for [illegible] 5/10/83
Date

ENVIRONMENTAL SECTION
May 11, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4
L. E. George (2)
Keats Oliver
G. A. Potter
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Un
Phil Lewellyn
Surfacing Design
General Files
Dale Allen
John Hagedorn
Rolland VanCleave
Robert Lammert

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: O.B. RILEY ROAD - BROSTERHAUS ROAD

REGION: 4

ESTIMATED RIGHT-OF-WAY IMPACTS

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ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION) See attached page

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

Indirect Source Construction Permit

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X		

734-1913 (7-82)

Estimated Impact on Traffic Volumes, Flow Patterns and Safety (Cont.):

The impacts of increased traffic on Division Street have been the subject of two Environmental Assessments, which concluded in a finding of no significant impact.

Recommended Project Classification (Cont.):

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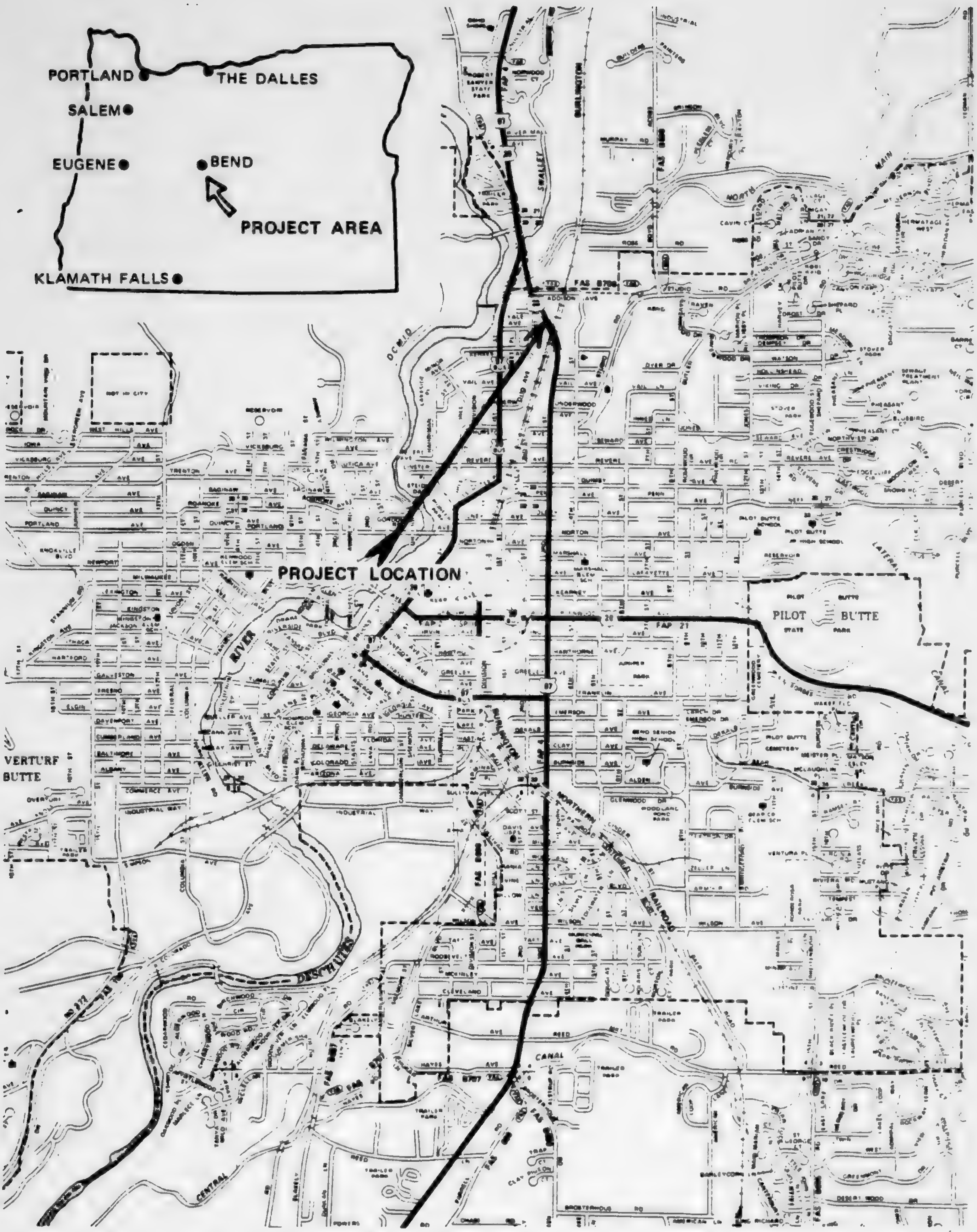

PORTLAND
THE DALLES
SALEM
EUGENE
BEND
PROJECT AREA
KLAMATH FALLS
PROJECT LOCATION
PILOT BUTTE
STATE PARK
VERTURF BUTTE
RIVER
DESCHUTES
CANAL
FAP 27
PILOT BUTTE CEMETERY

CON 21-10
Bend 1

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: June 1, 1982

FROM: Gary A. Potter, Manager GP
Environmental Section

SUBJECT: Environmental Assessment
O. B. Riley Rd. - Brosterhaus Rd.
Greenwood Avenue
Deschutes County

The subject Environmental Assessment has been reviewed and determined to adequately cover the natural and social impacts of the project. The assessment concludes that the proposed project will result in no significant environmental impacts.

If you agree, please sign below and return same to this office. The Assessment will then be submitted to the Federal Highway Administration for their concurrence.

6-1-82
Date

ES Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Dale Allen

CON 21-10
F-4-2(10) Beatt

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

June 1, 1982

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

RE: Environmental Assessment
O.B. Riley Rd.-Brosterhaus Rd.
Greenwood Avenue
Deschutes County

Dear Mr. Wilken:

Attached you will find copies of the subject Environmental Assessment. The document has been reviewed and determined to adequately cover the environmental impacts of the project. The assessment has been approved by the Assistant State Highway Engineer and is being submitted for your concurrence.

Sincerely,

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (4)

CONCUR:
Division Administrator 6/8/82 Date

ENVIRONMENTAL SECTION
June 9, 1982

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
Dale Allen

RECEIVED
JUN 3 1982
OREGON DIVISION

Form 734-3122

RECEIVED
JUN 8 1982
Environmental Section

#4 9-06 Spec File CON 21-10 [illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: June 11, 1981

FROM: Dale D. Allen
Region Engineer

SUBJECT: North Corridor Traffic Study
City of Bend
Draft Received June 9, 1981

Last week I did not get an opportunity to go over the "final draft" of the Bend Traffic Study. This will go to public in about 30 days, after our comments, and represents the results of the past 2½ years of working with the City. The report was jointly financed by City, State ($10,000), and developers (Brooks and Riverhouse). Total cost, about $40,000.

I have highlighted the key points and referenced Unit 1 and Unit 2 of the O. B. Riley-Brosterhaus Road projects. You can see they are a significant part of the total solution.

Specifically note pages 43 and 44 which relates directly to our Six-Year update and to the priorities of the overall program.

Note that I have recommended Unit 2 (Y) vs. Unit 1 (Greenwood Avenue) as the highest priority and the report has them just the opposite. I would recommend we show Unit 2 for 1983 and Unit 1 for 1986-87 and use the public meeting to decide which job should be delayed.

In either case, I believe you will agree that this report provides solid support for these projects over several identified with much lower volumes and need.

After your review, would you request John Hanks (Adrian?) or whoever is appropriate to review the technical data and get back to me by June 25 for a reply.

DA:mr

encl

RECEIVED
STATE HWY ENGR
JUN 15 '81
REFER TO
Cranfork
FOR

Info	Inves	R/D	D/R	Sign	Act	File

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 , 12'	3, 12' (0.6 Miles)
SHOULDERS	2, 3'	2, 3'
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	None
INTERCHANGES	None	None
OTHER:		Intersection Revisions, Signal System Modification

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☒	☐	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____	☐	☒	☐
Stream ____	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☒	☐	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☒	☐	☐
At Grade	☐	☒	☐
Separated	☒	☐	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☒	☐	☐
Water District City	☒	☐	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☒
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☒

9965

4

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME
O.B.Riley Road-Brosterhaus Road (Bend)

HIGHWAY NAME
The Dalles/California

HIGHWAY NUMBER
4

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
4	10	Deschutes	Bend

LENGTH 4.0 | MILEPOST NUMBER 136.1 TO 140.1 | ☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS
☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☒ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

The current 6-Year Highway Improvement Plan addresses a project named O.B.Riley Road-Brosterhaus Road (Bend), to be funded FA in the amount of $3,000,000.

Unit 1 - Greenwood Ave. U'Xing @ Division St., Central OR Highway; Lower Greenwood @ Division and at the RR Xing. Construct bridge over Greenwood @ Division.

⇨ Unit 2 - O.B.Riley Road-Brosterhaus Rd.,The Dalles/Cal, Hwy. Revise intersections @ First St. and Brosterhaus. Widen Structures, modify signals.

Unit 3 - Industrial Way-The Dalles/California Highway. Hill/Wilson Avenue. Widening, paving, and curbs. (Subject to highway/street exchange with the City of Bend.)

This Unit -2- covers widening the existing 2-lane section, by incorporation of a climbing land southbound, from First St. south for 0.6 miles. This existing 2-lane section is situated between existing 5-lane sections, of considerable distance, both north and south; revise the existing intersections at First St. and at Brosterhaus Road to increase capacities; modify the signal system throughout the section to allow for synchronization.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME)
17,300 - 25,200, 1979

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☒	☐
	PROPOSED	☐	☐	☒	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
35, 45	AASHTO	☐ LIGHT ☐ MEDIUM ☒ HEAVY

REFERRED TO

Beard Stoudenmeyer
Cole 1 Mann NEW
Erikson Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

APPROVED
Frank E. [illegible]
Location Engineer
Date 3/18/81

1 Verstoeg ✓
Anderson
Christensen W
Olson
Sullivan
Terpin
Trout
1 Wakerlig [illegible]

RECEIVED
MAR 3 9 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

FORM 734-1730 (12-78) Page 1

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source Commercial	☐	☒	☐
Utilities	☒	☐	☐

Type Telephone, Power, Natural Gas

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4)	2
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	5

RECOMMENDED CONSTRUCTION DATE	July, 1982 (Region)	F 30'83 (Salem)

6 - SUGGESTED BASE DESIGN

EM	NEW WORK	OVER EXISTING
A. C.	6"	2"
Level	2"	
Base	16"	

7 - TYPICAL SECTION AND LOCATION

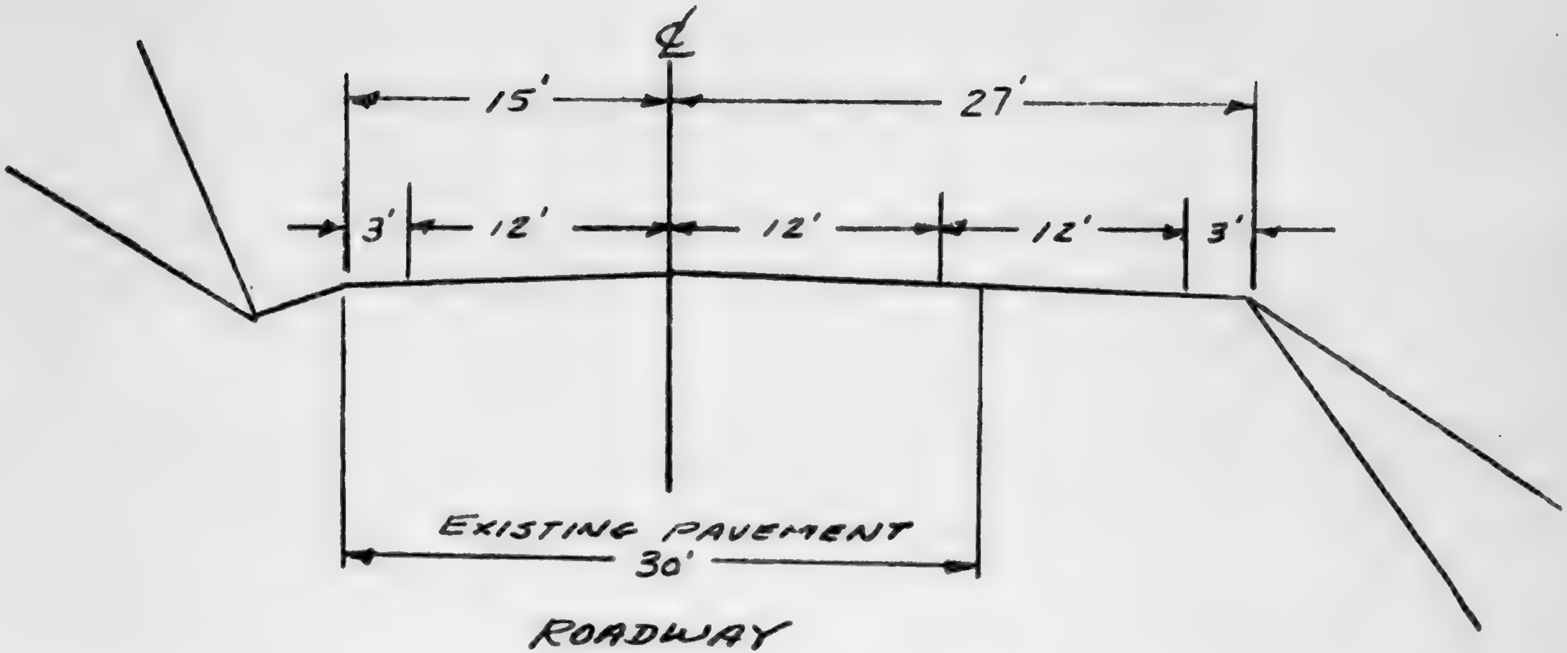
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

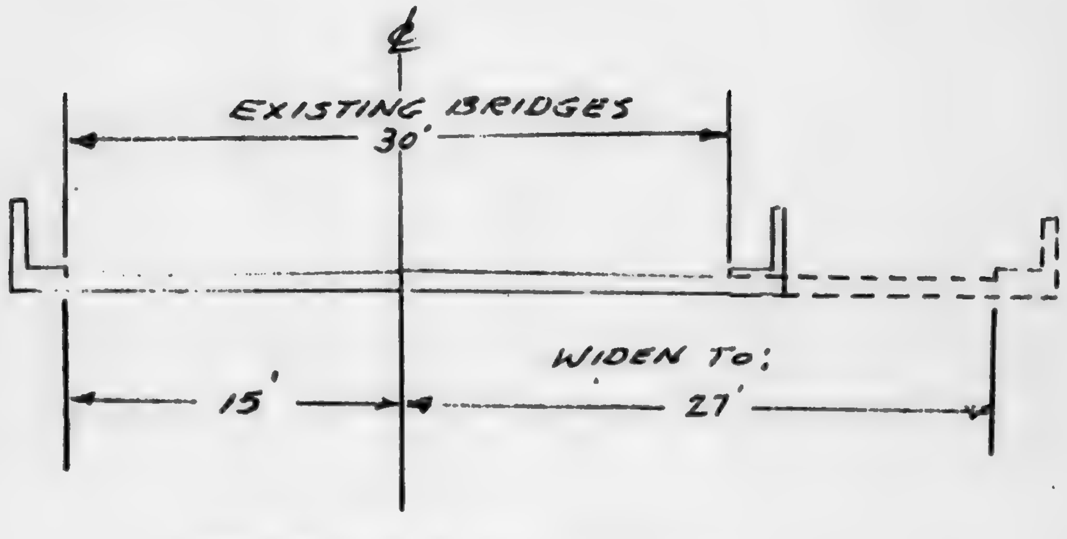
	REGION	SALEM
PRELIMINARY ENGINEERING 10%	85,000.	220.000
RIGHT OF WAY		
TRAFFIC CONTROL Included under roadway		
ILLUMINATION		
STRUCTURES Included under roadway		328.000
RAILROAD		
ROADWAY	857,150.	529.150
OTHER Signals included under roadway		
ENGINEERING & CONTINGENCIES 40%	342,850.	342.850
PROJECT TOTAL	$1,285,000.	1.419.000

SUBMITTED BY

TYPICAL SECTIONS

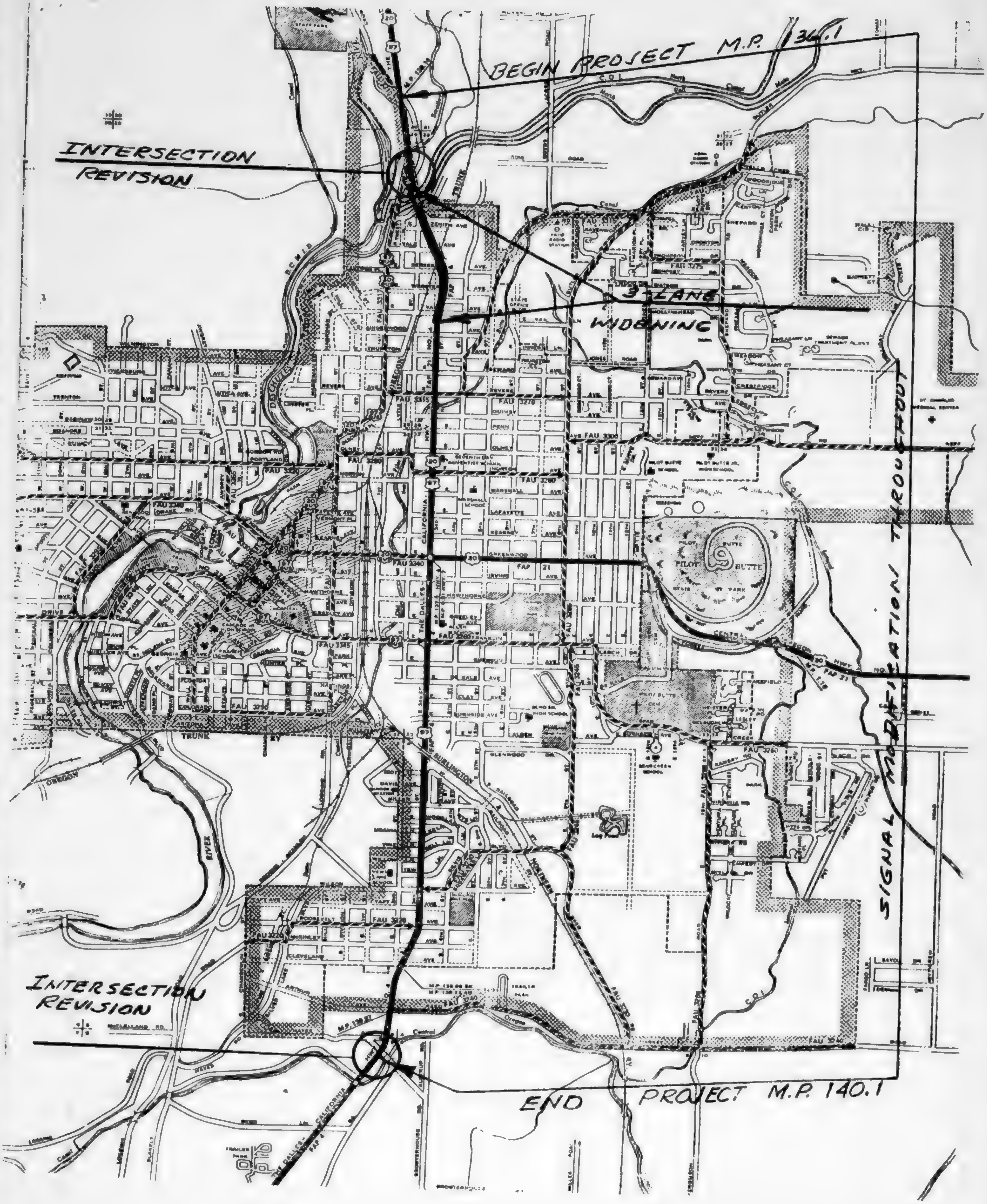

℄
15'
27'
3'
12'
12'
12'
3'
EXISTING PAVEMENT
30'

ROADWAY


℄
EXISTING BRIDGES
30'
WIDEN TO:
15'
27'

CANAL & RR BRIDGES

O.B. RILEY RD - BROSTERHAUS RD.
THE DALLES/CALIF. HWY.
DESCHUTES COUNTY
DEC 1981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FAU 3300
FAU 3280
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FAU 3260
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Bend A

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

[illegible] 2 - 81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-4-2(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
E. J. Valach, Acting Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10109

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/12/81

8. FEDERAL ROUTE NUMBER Primary 4

9. STATE ROUTE NUMBER Primary 4

10. GENERAL LOCATION:
O. B. Riley Road - Brosterhaus Road Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 2/11/81 at a TEC of $91,000
Federal funds $80,243.

STATE [illegible]
FEB 25 '81
REFER TO
Moehring

14. DATE 2/12/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Acting Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9965

4

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst. State Highway Engineer

DATE: December ~~29~~, 1980

FROM: Dale D. Allen
Region Engineer

SUBJECT: O. B. Riley-Brosterhaus Road
The Dalles-California Highway
City of Bend

1 Versteeg ✓
Anderson
Christensen
2 Olson
Sullivan
Terpin
Trout
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Attached is Working Paper 2 prepared by the City's consultant which includes some discussions on the alternates being reviewed at First-Third Street connection (pages 17-21). While many alternates have been identified, it appears only two deserve serious consideration. These two alternates have been drawn up in more detail and are enclosed. On the sketches are comments and questions that I would like to have reviewed by your section.

It is my belief that adding the additional lanes on the structures (US 97) is necessary with or without the free flow grade-separation concept. Therefore, the available funds should be used to widen the structures and upgrade the existing signalized intersection.

Because the consultant wants to complete their study in January, I would like to meet with our people January 8 in Salem to firm up our position. John Hanks and Adrian Olson can probably answer most of the questions we have on the Alternate A sketch.

Advise if the above date is satisfactory and if so, select a time for the meeting.

Please return two copies of Alternate A sketch to this office.

DA:mr

encl

cy-Dale Allen

12-30-80
Our people will be prepared for a meeting Jan. 8 at 8:30 A.M.
Ed

cc ✓Versteeg w/ attachments
Hanks
Olson
12-30-80

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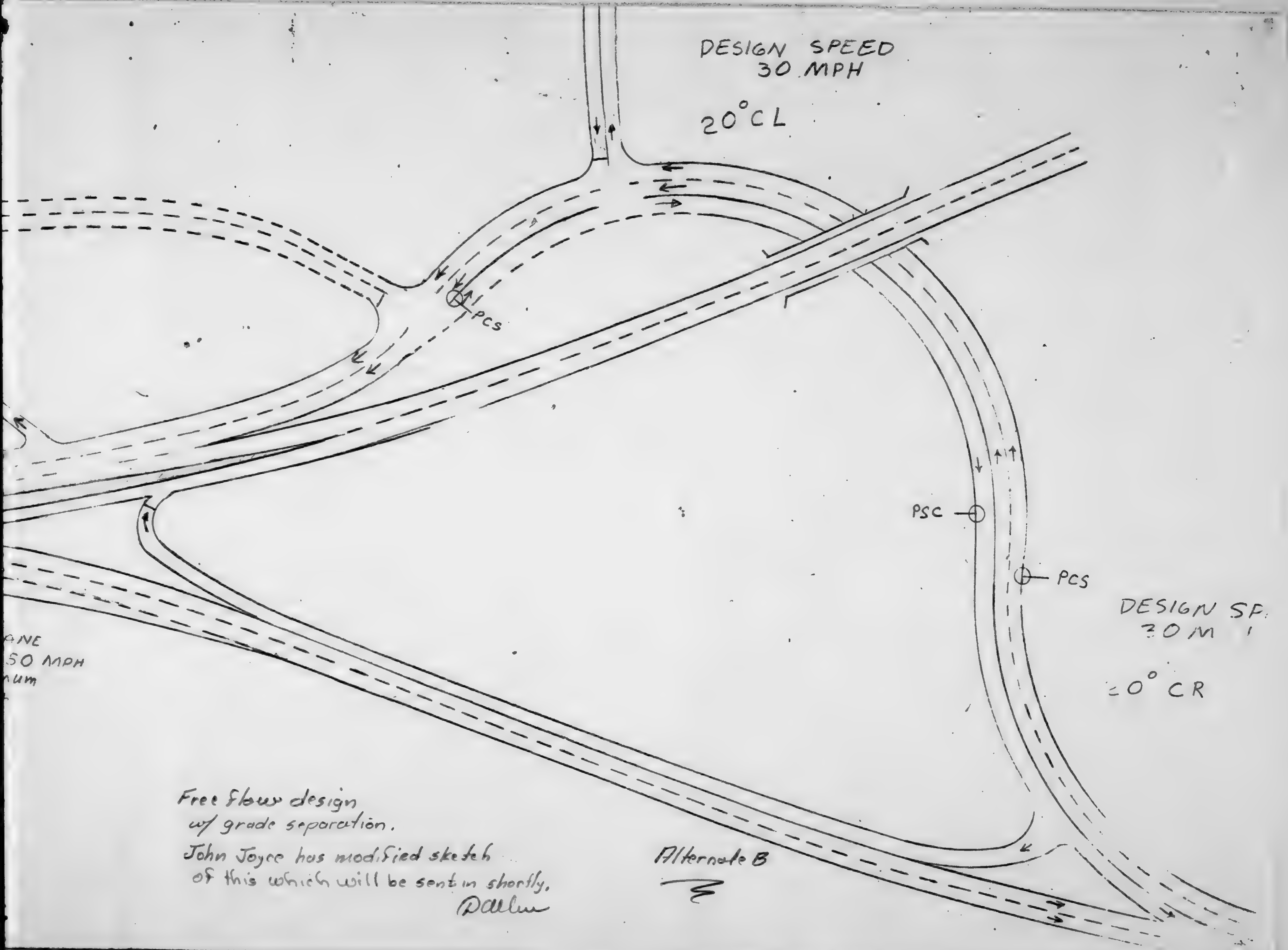
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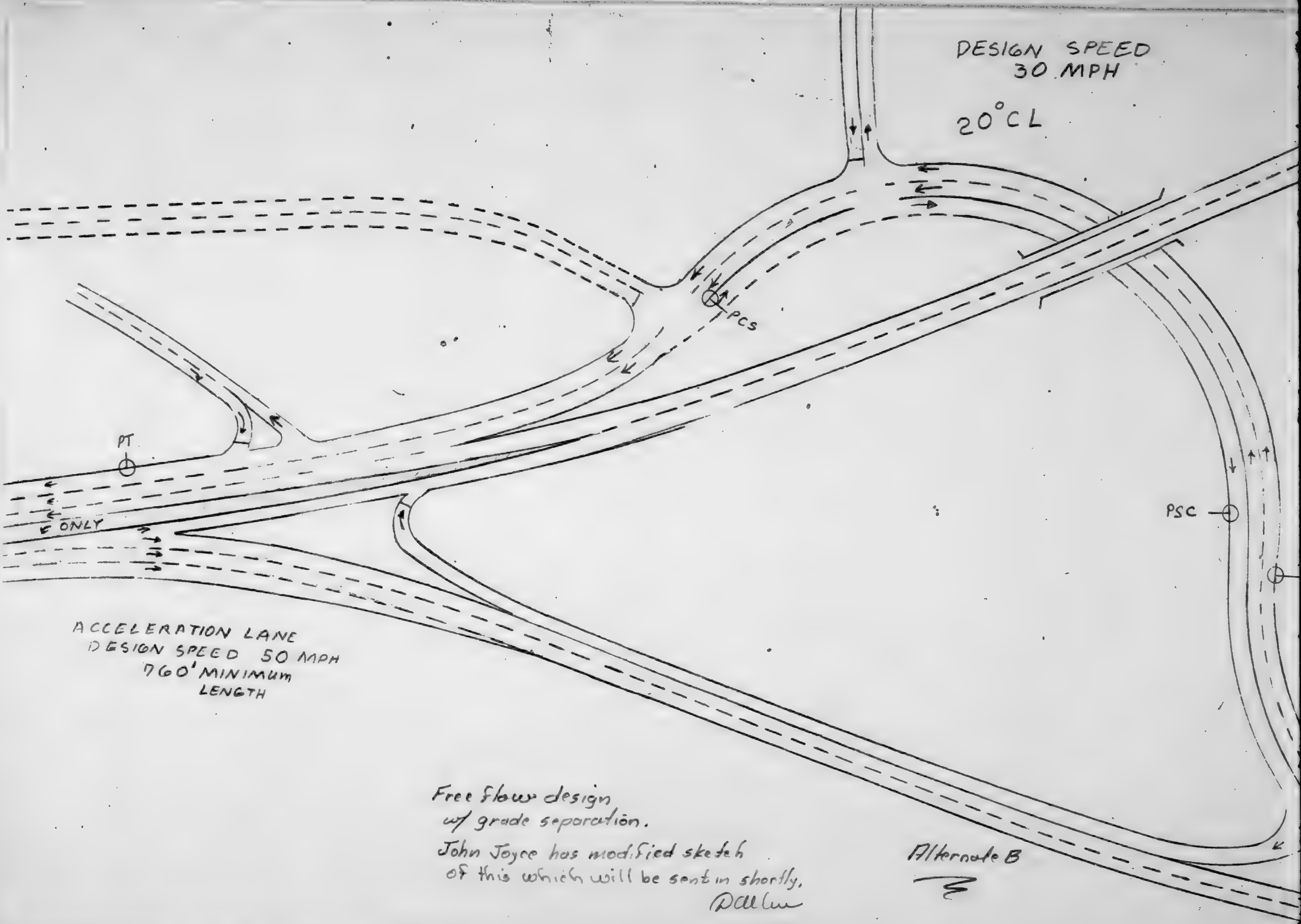
Alternate B

Free flow design
w/ grade separation.

John Joyce has modified sketch
of this which will be sent in shortly.

DAllen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DESIGN SPEED 50 MPH
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Free flow design
w/ grade separation.
John Joyce has modified sketch
of this which will be sent in shortly.

Alternate B

#4 9-07 Special File

9.1.

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring, Project Management
Frank Terpin, Location

DATE: December 15, 1980

FROM: Dale D. Allen
Region Engineer

SUBJECT: O. B. Riley Road-Brosterhaus Road
City of Bend

Following discussions last week it was determined the above project would be submitted in the following manner.

Location Survey: Will use a single location survey for O. B. Riley Road-Brosterhaus Road. This prefix will have suffix for various units. Show $3 million project. FSW0001

Program Identification: Will carry the title O. B. Riley Road-Brosterhaus Road; Unit 1, Unit 2, and Unit 3.

Each unit will have a separate prospectus and category request. The units will be as follows:

Unit 1 - Greenwood Avenue U'Xing @ Division Street
Central Oregon Highway; Structure FSW0002

Unit 2 - O. B. Riley Road-Brosterhaus Road
The Dalles-California Highway;
Intersection, structure, signals FSW0003

Unit 3 - Industrial Way-The Dalles/California Highway FSW0004
Sullivan/Hill/Wilson Avenue
Paving
(Subject to highway exchange with City of Bend)

For programming purposes use the following estimates:

Unit 1	-	$1.3 million
Unit 2	-	$1.2 million
Unit 3	-	.5 million
TOTAL		$3.0 million

DA:mr

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TECHNICAL SERVICES BRANCH

DES 16-1

Dale Allen
Region IV Engineer

December 3, 1980

E. S. Hunter
Assistant State Highway Engineer

O. B. Riley Road-Brosterhaus Road
The Dalles-California Highway
Deschutes County

Enclosed are two copies of a plan and a profile of a combined Addison Street Extension and a First Street-Third Street connection at the north entrance to Bend. This is a revision of the Wilbur Smith Concept. The estimated cost would be approximately $1,250,000 plus right-of-way.

The obvious problems would be: (1) What to do about O. B. Riley Road and its access to Sears and other properties in the area; (2) The weaving traffic into Riverhouse from this connector or to the shopping center from Third Street; and (3) The cost, including right-of-way.

A further review of the existing intersection would appear to be in order. Adding an additional lane southbound on Highway 97 through the intersection and on south as a climbing lane over the canal and railroad would be the major cost. Adding lanes on First Street so that two lanes could turn left, northbound on Third, as well as allowing traffic to cross to O. B. Riley Road would be required. It would be desirable to force traffic coming out of O. B. Riley Road to turn right, thus eliminating the need for a 3-phase signal. The cost of such an alternate would appear to be around $800,000. It would appear to avoid the problems that the free-flow alternate brings up but would not provide the added benefits of the Addison extension.

Your review of the overall costs and problems of each alternate would be appropriate.

ADO:ab/ja

Enc.

cc J. H. Versteeg
Frank Terpin
Roger Trygstad

C. J. Hauler N

4

Re: OB Riley - Brosterhaus Rd (4 Units)
City of Bend
12/3/80 Bulletin

Division overpass gets city fathers' green light

By Betsy Foutch
Bulletin Staff Writer

Plans to build an overpass ① over Greenwood Avenue at Division Street got the Bend City Commission's go-ahead Wednesday night.

The project is part of a $3 million plan to improve Division and Third streets, said Dale Allen, regional engineer for the state Highway Division.

Some residents attended the meeting to voice disagreement with the commisssion's action. William Miller, owner of Miller Lumber Company which is located at the corner of Greenwood and Division, called the plan a "Band-Aid." He said the commission was "neglecting long-range planning."

In addition to improvements at that corner, the plan calls for ② widening Division Street between Cleveland and Miller avenues, improving the ③ "Y" intersection where Third and First streets meet and ④ upgrading the traffic signals on Third, Allen said.

Miller accused the commission of failing to do its duty by not looking at other alternatives. He recommended the commission investigate the possiblities of a bypass around the city.

Studies show there isn't enough need for a bypass, Mayor Chet MacMillan said. Traffic levels north and south of the city are far below those between O.B. Riley and Brosterhous roads, MacMillan said.

"It's not through traffic that's jamming us up," he said. "It's us."

The plan now moves from the "concept" stage to the design stage, which will take two to three months, Allen said.

In ~~other~~ action, city commissioners were told a ~~suit had been~~ filed against ~~some~~ of them. City ~~Attorney~~ ~~Ron~~ Marceau announced that five ~~city commissioners who had voted in July to accept a sewer hookup bid by Commissioner Bob McNaughton were being sued by Kronberger Backhoe Service. The commissioners — Dick Carlson, Bruce Devlin, Sam Langmas, McNaughton and MacMillan — voted for McNaughton's bid in spite of a lower offer by the Kronberger firm.~~

~~Marceau said the Kronberger bid incorrectly calculated the final cost of the 92-home project. Although a study of McNaughton's bid also uncoverd an error, it was corrected the day after he was awarded the bid, Marceau said.~~

~~The attorney said the suit, which has not been served, may be disposed of because the commissioners' decision was based on "discretionary activity." Their decisons were based on more than the money involved, he said.~~

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E. S. HUNTER

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STREET PROJECTS & PRIORITY COMMITTEE

Elmer's Pancake House
Tuesday, December 2, 1980
7:00 a.m.

At this meeting - Committee approved "States" proposals for OB Riley - Brosterhaus Sec. City of Bend

Present: Gary Capps, Chairman
Rod Smith, Committee Member
Beth Bussard, Committee Member
John Joyce, Committee Member
Bruce Devlin, City Commissioner
Chet MacMillan, Mayor
Kathie Wenick, City Commissioner Elect
John Sullivan, City Commissioner Elect
Craig C. Coyner III, City Commissioner Elect
Dale Allen, State Regional Engineer
John Holcomb, State Regional Traffic Engineer
Bob Poole, State Highway Regional Office
Art Johnson, City Manager
Tom Gellner, City Engineer
John Hossick, City Planner
Peter Martin, Wilbur-Smith Assoc.
Maury Clark, Central Oregon Engineering
Pat Gainsforth

The meeting was called to order by Chairman Capps. He called on John Holcomb, State Regional Traffic Engineer, to present the first item on the agenda.

Just south of 3rd St U'xing

Mr. Holcomb distributed two drawings concerning the intersection of Davis Avenue and 3rd Street. He said the one drawing provided for a hideout to allow left hand turns, but it would squeeze the other traffic lane. He said the other drawing indicated the striping that has been accomplished in the area which discourages left hand turns at Davis Avenue. He said, in his opinion, the new striping seems to be working and perhaps no legal action is necessary. There have been some requests from people in the area to prohibit the turn, but, at this time, there is no accident problem and it might be well to leave it alone.

It was the consensus of the Committee to take no action and try it for awhile to determine if the new striping is effective.

Re OB Riley Brosterhous

Dale Allen, State Highway Regional Engineer, said after the presentation of the proposals to the Committee on November 18, 1980, he developed a letter concerning some of the basic issues and concerns, which was distributed to the Committee. He added that the letter was not in response to any opposition, but merely to provide additional information to the Committee that should be considered in making a decision.

Mayor Chet MacMillan said, in his opinion, prime consideration for the use of State Highway funds should be directed to the 1st and 3rd Street interchange. Mr. Allen said the estimate of funds for this area is about $800,000. He added this amount is subject to the final costs of the overpass, rebuilding of Brooks Road and traffic light/channelization work on 3rd Street. He said this area is currently being studied and a firm proposal will be developed and submitted to the Committee at a later date.

CC Team #1 Members (OSHD)

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Anderson
Chris[illegible]
2 Olson [illegible]
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OB Riley - Brosterhaus

Commissioner-Elect, John Sullivan asked the reason for deleting a $50,000 pump to take care of the drainage when Greenwood is deepened under the railroad tracks. Mr. Allen said pumps had not been ruled out and the drainage problem would be addressed in the design stage.

Mayor MacMillan asked about the business properties effected by the overpass. Mr. Allen said the major impact would be bourne by Miller Lumber Company. Mr. Bill Miller has met with Mr. Allen and discussed ways of minimizing the impact. With respect to the other properties on Greenwood, they have not been contacted. There will be some loss of parking, but some of the businesses could be provided parking with some steps necessary to get up to ground level. Mr. Rod Smith asked about the footage involved in lowering the grade. Mr. Allen responded that it would involve about 3/4 of the block to make the cut. Chairman Capps said there are streets both north and south of the Greenwood-Division intersection where access is available to the central business district. He said perhaps there might be some refacing of business establishments and compensation would be provided if parking is lost.

Mr. Smith asked if $800,000 would be sufficient to make a viable project on the north end of 1st Street? Mr. Allen explained that three ideas are currently being explored. One involves the signal in place but widen the structures to allow an additional lane. This would cost about $800,000. A second idea is for a road off 1st Street underneath the overpass. No estimate is available for this idea. The third idea would involve the light in place with some revisions to the intersection that are not definitive at this time.

Commissioner Bruce Devlin asked if any funds would be used on Highway 20 around Pilot Butte? Mr. Allen said, no not in the current 6 year highway program. He said this program is revised annually and there is some interest in improving Highway 20, especially by the mobile home manufacturers. He personally felt that we do need an improvment on Highway 20 way out to Horse Ridge.

Mr. Rod Smith said, in his opinion, the proposals submitted by the State Highway Division were very positive and should be supported.

Mr. Smith moved that Street Projects & Priority Committee recommend to the City Commission that following proposals submitted by the State Highway Division be approved to proceed to the design stages.

(1) Lower Greenwood Avenue to obtain legal clearance under the railroad at Division Street and carry Division Street across Greenwood Avenue on a two span 82' X 60' slab structure.

(2) Sign and channelization work on Third Street.

(3) Exchange highways with the City. The State to assume the section from Division, Colorado to Century Drive. The City to assume Century Drive to Galveston, Riverside, Franklin, Greenwood-Newport and Wall and Bond from Newport to Franklin. Reconstruct Brooks Road.

(4) Continue studying the area north of Revere and the 1st and 3rd Street interchange to determine a project to relieve some of the congestion.

Ms. Bussard seconded the motion and it was unanimously passed.

City Engineer, Tom Gellner asked about the negotiations for the exchange of City streets with the State Highway Division. Chairman Capps said it was his impression that if the City Commission approves the recommendation, the City Staff would be authorized to negotiate with the State Highway Division and then come back to the City Commission with a specific proposal.

Chairman Capps said after the first of the year it might be well for the new Mayor to review the composition of the Committee and perhaps make some replacements. It was his belief that the same members had served for a long period of time and maybe some new blood would be beneficial.

Mayor MacMillan thought the media should be informed that the Committee's recommendation would be presented Wednesday evening to the City Commission. It was agreed that Dale Allen would make a brief presentation of the proposals to the full Commission.

City Engineer Gellner reported the Federal Aid to Urban project, which would involve the improvement of Division Street from Lafayette through Revere Avenue was held up by the State Historical Association. The problem involves the Glasso property and the staff is seeking to identify other homes in the community that would be as old as the Glasso house.

As there was no further business to come before the Committee, Chairman Capps adjourned the meeting.

Respectfully submitted,

Arthur R Johnson

Arthur R. Johnson
City Manager

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97701

November 20, 1980

In Reply Refer to
File No.:

Art Johnson
City Manager
Bend City Hall
Bend, OR 97701

RE: O. B. Riley Road-Brosterhaus Road Section
The Dalles-California Highway-Division Street

Dear Art:

After reviewing the minutes and transcript of Tuesday's meeting, it became apparent that I failed to discuss some of the most basic issues that were considered several months ago before coming up with the specific proposals. Tuesday's meeting involved around the design information which was drawn up in the last two months. Some of the basic issues and concerns I have heard are candidly discussed below.

..."Keep all traffic on Third and retain Division for local use" or "Why have two congested streets instead of one?"

Some people's rational is that if Third Street gets bad enough it will deter people from moving to Bend. This, of course, is highly unlikely. As far as 'saving' the street for local use, this is a good concept but if Division Street is not developed to its maximum capacity, it will be a very congested local street. We then would end up with two problems and not one. Third Street will not accommodate the expected growth. The 'spillover' can be on Hill, 4th, 5th, 6th (residential areas) or controlled by designing Division to absorb the majority of the growth.

..."Are the Highway Department's traffic forecasts realistic?"

As you know, these came directly from the City's Planning Department growth figures. Historically, such figures tend to be on the high side. At several locations, we are showing three times today's traffic volume in 1990. I personally feel more comfortable with a conservative estimate of double today's volume.

..."What will doubling of volume look like?"

This picture is the most difficult for me to keep 'up front' as designs are reviewed. You have to assume we will be looking at trying to handle the traffic of two Third Streets on a busy summer day. To do otherwise will provide solutions that will be obsolete the day the ribbon is cut. The volume of two Third Streets, 50,000 cars per day, is heavy traffic.

..."Mid-range or long-range design."

The proposals being reviewed are more than 'band-aid' solutions. With a satisfactory solution at Revere and the North "Y" (which I think we are close to resolving) the two-lane section on Division will double the north-south capacity and not at the expense of east-west traffic. This is a 100 percent improvement. Perhaps more important, the design has a 'built-in' low-cost feature to accommodate almost 100 percent more capacity. This being, simply restriping from 2 to 4 lanes. The latter is a true long-range option.

..."Plan is good but it does not allow easy circulation (left-turns, etc.)"

The primary consideration here is your major traffic volumes which are east-west and north-south and secondary considerations are turning movements. If the major movements are totally congested, the secondary movements will be congested. Or, from a positive standpoint; if we can accommodate the east-west, north-south volumes with a smooth flow and adequate gaps, there is a much better chance of 'designing out' the secondary trouble spots. A case in point is the structure at Greenwood will prevent a direct left-turn on Division westbound. To not build the structure could cause a motorist to wait through two or three green cycles before he gets to Division to turn left. (The major movement is congested) With the structure, the right turn around the block and right on to Division can be relatively painless and much faster by designing out the right angles, stop signs, etc.

..."CBD-Shopping Centers-Third Street Businesses."

All these areas must be served. The proposed plan puts the future traffic halfway between Third and the CBD. Because of the railroad, the scale would seem to be tipped slightly in favor of the CBD.

..."State is only concerned about north-south US 97 Traffic."

This is only partly true. Today, in November, probably 75-85% of cars on Third are from Deschutes County and a large number of these are City residents. The State's solution then is to help the City provide a major local street to handle local traffic and in turn this will solve our problem. Directional signing will keep US 97 State traffic on Third and Division Street will become the locals way across town. The Bulletin accurately described the situation when they used the quote "We met the enemy and he is us."

As I explained, these are candid responses to some of the concerns expressed to my office and may assist you and the Advisory Committee in responding to similar inquiries.

Yours very truly,

Dale Allen

DA:mr

Dale D. Allen, Region Engineer

STATE OF OREGON
HIGHWAY DIVISION - ODOT

INTEROFFICE MEMO

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: November 20, 1980

FROM: Frank E. Terpin F.E.T.
Location Engineer

ATTN: D. E. Swan

SUBJECT: O.B. Riley Road-Brosterhouse Road
The Dalles-California Highway
City of Bend
Deschutes County

NOTED
E. S. HUNTER

The attached copy of a memo dated November 14, 1980 is an attempt to establish the scope of subject project which is listed on the Six Year Program for 1983 with federal aid funding proposed. The projects, as outlined, are not all on the Federal Aid Primary System and it is presumed that system action will be required prior to programming of projects for construction.

Since procedures, time frames and required information to implement the system change may be important in making decisions at this stage, we would appreciate your advice.

Your early response would be appreciated.

FET:GCW:ge

Attach.

cc E. S. Hunter
Dale Allen
L. E. George
J. H. Versteeg
Gary Potter
Walt Hart

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#4 9-07 Special File

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Asst State Highway Engineer

DATE: November 19, 1980

FROM: Dale D. Allen
Region Engineer

Dale Allen

NOTED
E. S. HUNTER

SUBJECT: Meeting with City of Bend, (Third Street-Division Street)
O. B. Riley-Brosterhaus Road Section

On November 18, I appeared before the City and presented the proposals outlined in my November 14 letter. Those in attendance asked several questions and generally seemed supportive of the work. They asked what action would be appropriate and I advised we mainly wanted their endorsement of the projects before we requested funds to begin design.

The City will be holding follow-up meetings and expected they would have a reply in three weeks.

On December 1, the City's Traffic Advisory Committee requested I meet with them and go over more of the details on the traffic analysis. If Adrian has any preliminary design sketches for the "Y" near the Riverhouse, it would be desirable to have them for this meeting.

DA:mr

cc: Frank Terpin
Roger Trygstad

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Greenwood overpass in works

By Gail Kinsey-Hill
Bulletin Staff Writer

Plans are in the works to build an overpass over Greenwood Avenue at the Division Street intersection, according to state highway officials who have given Bend $3 million to improve Division and Third streets.

The overpass project, estimated to cost $1.5 million, would lower Greenwood Avenue under the railroad trestle and lift Division Street across the intersection. If approved by Bend city commissioners this year, construction would begin by the summer of 1982.

Money for the project is available through a federal aid program to states. Last March the Oregon State Highway Division (OSHD) earmarked $3 million for the Bend area to improve Third and Division streets.

Since March, state highway officials have been working on specific proposals for the two streets, and this morning they unveiled those plans to city officials. OSHD needs the city's approval, however, before fine-tuning the designs.

"We want to make sure we're doing what you want us to do," said Dale Allen, regional engineer for OSHD. "Otherwise we'll go back to the drawing board. We don't want to be at odds with the city."

Allen gave the Greenwood Avenue project top priority, explaining that it holds the key to moving traffic smoothly both north-south along Division and east-west along Greenwood. In addition, he presented three other proposals which, together, filled the $3 million allocation.

After work on Greenwood is completed, Allen proposes "cleaning up" Third Street by improving the traffic-signal and sign system and adding merge lanes along the route. He estimates the project would cost $300,000.

Another step would be to negotiate an exchange of highways between the city and the state. Currently, within Bend boundaries, the state has jurisdiction over Greenwood Avenue, Bond and Wall streets, Franklin and Galveston avenues and Century Drive.

Allen's proposal would bring the highways under the city's control, swapping them for the Colorado Street bypass route that extends from Wilson Avenue through the Shevlin-Hixon Center to Century Drive.

If the exchange is approved, Allen suggests that the ~~city~~ state improve the sourthern end of Division Street from the lumber mill to Wilson Avenue. The cost, estimates Allen, would be about $400,000.

That leaves a balance of about $800,000 in the $3 million kitty, said Allen.

The city's street committee will meet Dec. 1 to decide whether it wants the highway division to continue with design plans.

Bend Bulletin 11/18/80

1165

#4 9-07 Special File Con 21-196 Bend

STATE OF OREGON

INTEROFFICE MEMO

TO: Team #1 Members

DATE: November 14, 1980

FROM: Dale D. Allen
Region Engineer Dale D Allen

SUBJECT: Team #1 Meeting
O. B. Riley-Brosterhaus Road

NOTED
H. S. COULTER

Attached are minutes of the meeting held in Bend on November 12, 1980.

I have met with the City Manager of Bend, Art Johnson, and the City Engineer, Tom Gellner, and we reviewed this report. They were supportive of proposal and have requested the information be presented to the City Commission and City-County Streets Advisory Committee Tuesday morning, November 18. At that meeting, I will request the City's endorsement of the proposals outlined in the attached minutes.

DA:mr

encl

cc: Team #1 Members
Mike Hollern
H. S. Coulter
E. S. Hunter
Bob Lammert
Wil Robertson
City of Bend, Art Johnson

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TEAM #1 MEETING
O. B. Riley-Brosterhaus Road Section
City of Bend

On November 12, 1980, a Team #1 meeting was requested by Dale Allen to review recommendations for allocating $3 million programmed for the above section. Those in attendance are listed on the attached sheet 'A'.

Allen explained the work completed on Division Street and the current schedule from the City to complete the remaining sections. See attached sheet 'B'.

Prior to a field review the following proposals were made:

(1) Region submit Prospectus and Authority for Survey Request to lower Greenwood Avenue to obtain legal clearance under the railroad at Division Street and carry Division Street across Greenwood Avenue on a two-span 82 ft. x 60 ft. slab structure. Preliminary estimate of cost, $1.5 million. Schedule for construction, summer of 1982. (FY 83)

(2) Region and Traffic section prepare Prospectus and Authority for Survey request for anticipated signal, signing and channelization work on Third Street. This would involve new signal controller equipment, possible construction of merge lane at Brosterhaus Road, possible channelization revisions and revised signing. Very preliminary estimate of cost is $300,000. Work to coincide with completion of Greenwood structure.

(3) Region meet with City of Bend to discuss exchange of highways. See attached Sheet "C". Contingent upon reaching an agreement on the exchange, undertake the widening, paving and curbs of Division Street from lumber mill to Wilson (marked Section I) on Sheet 'B'. Preliminary estimate of cost, $400,000. Schedule for FY 1982.

(4) The above work accounts for $2.2 million of the $3 million available. Several options were discussed for the $800,000 balance. They include:

(a) Allocate funds to City to use on Division Street north of Revere. Because the funds available are Federal Aid Primary and could not be spent on Division Street, any such agreement would have to be 100% State funds. The lack of these funds makes this option unlikely.

(b) Utilize the funds to add one lane SB to the canal and railroad structures south of the First Street "Y" on US 97.

(c) Utilize the funds to modify the above intersection, possibly along the concept developed by Wilbur Smith and Associates. Refer to attached Sheet 'D'.

Following an "on the ground" review of Division Street, US 97, and the new Colorado Avenue, the Committee offered these comments and recommendations.

John Hanks (Traffic Section) - Concurs that Greenwood-Division structure is highest priority. Improvements necessary for Division Street to carry significant volume of north-south traffic and not seriously restrict east-west traffic to CBD. Presently, only eight lanes provide the principle access east and west (2 at Revere, 2 at Franklin, and 4 at Greenwood). With the projected traffic volume on Division and Greenwood, the congestion at this intersection would seriously reduce the effectiveness of both arterials.

J. Backstrand (Bridge Design) - Did not see any special design problems in proposed bridge construction. Data to be furnished to Bridge section to review estimate. Division Street would be closed and detoured via Hill Street. (Two of four lanes on Greenwood needed to remain open during construction). City-State agreement required to handle detour and adjust utilities.

Glenn Hossner (FHWA) - The "phased" approach to a system improvement has generally been most successful. That is, to attempt to establish Division as a part of US 97 and apply for a single contract with cooperative funding (City-County-State and Federal), would require further studies and possible significant delays.

John Joyce (Wilbur-Smith Associates) - At Greenwood and Division compare costs of raising Division as Phase I and lowering Greenwood at later date to obtain railroad clearance.

A. Olson (Urban Design) - Concurs in proposed work, will review concept at First and US 97. Believes lack of state funds would not allow direct allocation to City.

Harold Brainerd (Right of Way) - No right of way appears to be required at Greenwood but change in grade will require right of way settlements with several owners.

P. Dykman (Environmental Section) - Updating the negative declaration statement (Deschutes Place-Greenwood Avenue) should be all that is required to complete the recommended operational improvements. If Federal funds are required on a future Phase III project (routing US 97 traffic on Division, with new alignment), a full EIS would likely be required.

Frank Terpin (Design) - Concurs in overall plan.

Conclusion of committee: Proceed as outlined in the Region recommendations.

Comments or additional recommendations from Team #1 members in attendance should be sent to Location Section for distribution.

DA:mr
cc: Team #1 Members
H. S. Coulter
E. S. Hunter

Sheet "A"

Those in Attendance
Team #1 Meeting
November 12, 1980

Glenn Hossner	FHWA	Field Operations Engineer
Dave Carter	FHWA	Area Engineer
Bob Ewen	OSHD	Field Location Engineer
Jerry Backstrand	OSHD	Supervising Design Engineer
Pieter Dykman	OSHD	Environmental Coordinator
Frank Terpin	OSHD	Location Engineer
A. D. Olson	OSHD	Urban Design Engineer
John Hanks	OSHD	Traffic Analysis Engineer
Harold Brainerd	OSHD	Region Right of Way Supervisor
John Joyce	Wilbur-Smith and Associates (City Consultant)	
Dale Allen	OSHD	Region Engineer

State funded

Done

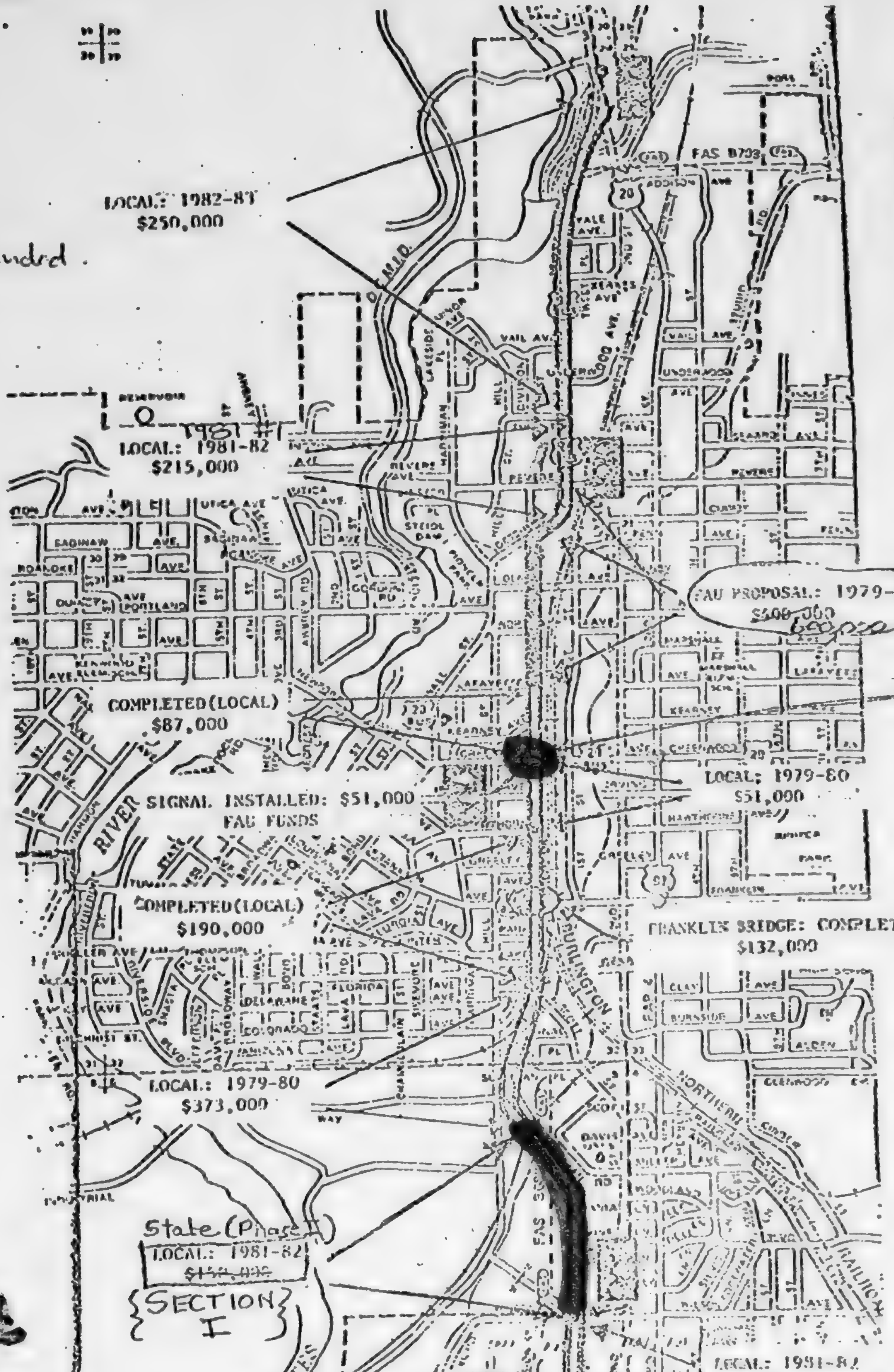

LOCAL: 1982-83
$250,000
RESERVOIR
1981 #1
LOCAL: 1981-82
$215,000
FAU PROPOSAL: 1979-80
$500,000
600,000
COMPLETED (LOCAL)
$87,000
LOCAL: 1979-80
$51,000
SIGNAL INSTALLED: $51,000
FAU FUNDS
COMPLETED (LOCAL)
$190,000
FRANKLIN BRIDGE: COMPLETED
$132,000
LOCAL: 1979-80
$373,000
State (Phase II)
LOCAL: 1981-82
$150,000
{SECTION I}
LOCAL: 1981-82
$200,000
LOCAL: 1981-82
$500,000 County
81 - Grading
82 - Pave.
RIVER
DESCHUTES
BURLINGTON
NORTHERN
RAILROAD
OREGON
FAS 0793
FAS 0707
CANAL
TRAILER PARK
SAGINAW AVE
PORTLAND AVE
UTICA AVE
REVERE AVE
VAIL AVE
UNDERWOOD AVE
KEARNEY AVE
LAFAYETTE AVE
GREENWOOD AVE
IRVING AVE
HAWTHORNE AVE
GREELEY AVE
FRANKLIN AVE
CLAY AVE
BURNSIDE AVE
ALDEN AVE
GLENWOOD AVE
FLORIDA AVE
DELAWARE AVE
COLORADO AVE
ROOSEVELT AVE
MCKINLEY AVE
CLEVELAND AVE
HAYES AVE
BUTLER AVE
VALE AVE
ADDISON AVE
DEKALB AVE

FIGURE 3

DIVISION ST. IMPROVEMENTS

Construction Costs
to Arterial Standards
February, 1979

Current Schedule
of City-County Work

Sum 1981 - FAU
Sum 1981 - Desch-Thurston
Fall 81 }
Spring 82 } Wilson-Clev
Colorado-Wilson
1981-82 } Cleveland-Wb.
County 97.
82-83 - "Y" - Thurston
83-84 - Portland-Penn

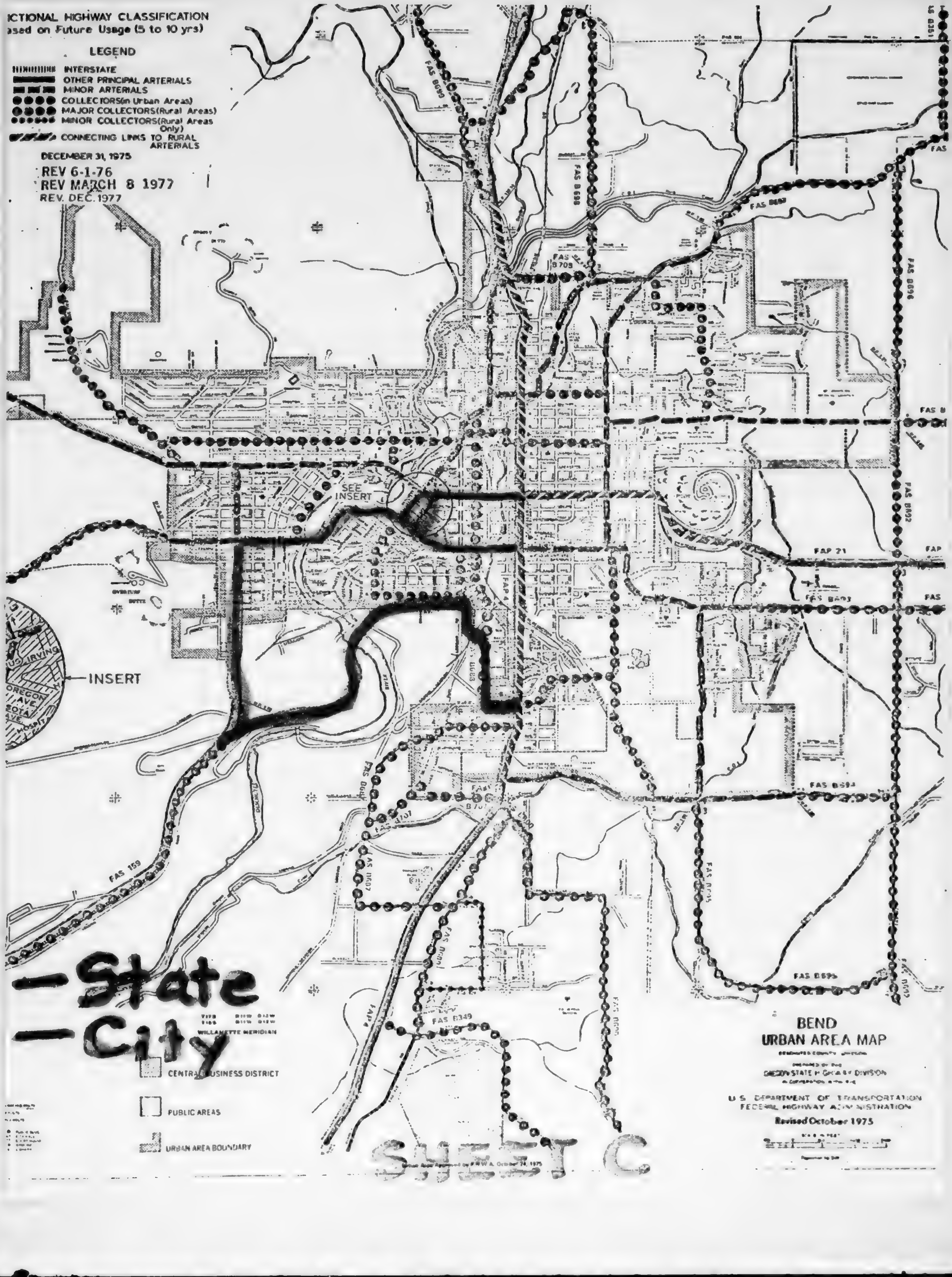
See attachment

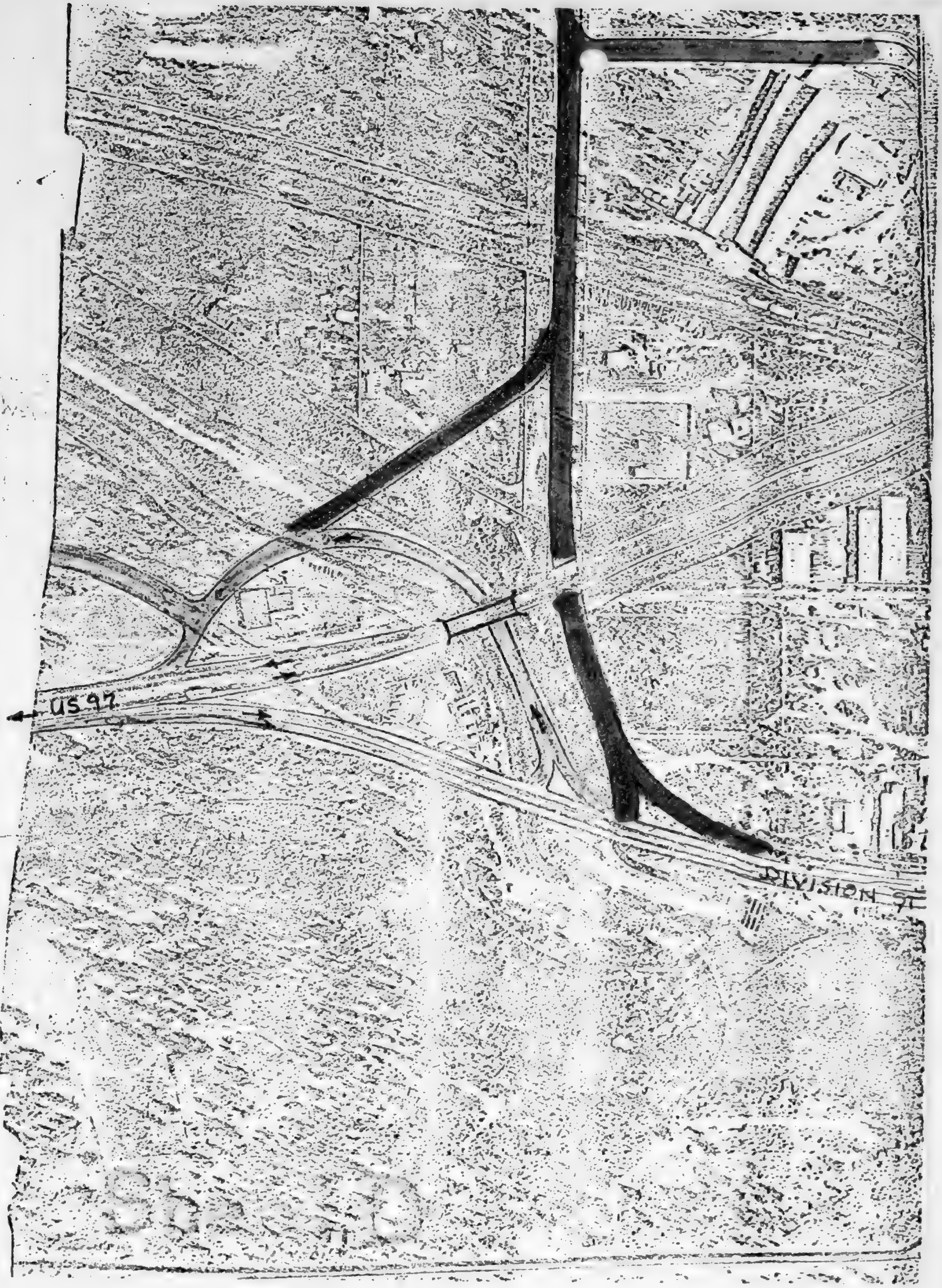
Greenwood Street
(Proposed)
Phase I

State
(Phase II
Signals on 3rd)

Completed

Sheet
B


ICTIONAL HIGHWAY CLASSIFICATION
ased on Future Usage (5 to 10 yrs)
LEGEND
INTERSTATE
OTHER PRINCIPAL ARTERIALS
MINOR ARTERIALS
COLLECTORS(in Urban Areas)
MAJOR COLLECTORS(Rural Areas)
MINOR COLLECTORS(Rural Areas Only)
CONNECTING LINKS TO RURAL ARTERIALS
DECEMBER 31, 1975
REV 6-1-76
REV MARCH 8 1977
REV. DEC. 1977
SEE INSERT
INSERT
OREGON AVE
IRVING
FAS B692
FAS B696
FAP 21
FAS B693
FAS B694
FAS B695
FAS 159
FAS B607
FAS B349
FAP 4
—State
—City
WILLAMETTE MERIDIAN
CENTRAL BUSINESS DISTRICT
PUBLIC AREAS
URBAN AREA BOUNDARY
BEND
URBAN AREA MAP
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Revised October 1975
SHEET C


N ← US 97
DIVISION ST

[illegible]

Con 21-101
15 [illegible]

October 16, 1980

City of Bend
City Hall
Bend, OR 97701

AGR 4-2

Attention: James W. Kerfoot
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 7370

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning a preliminary engineering study on the O. B. Riley Road-Brosterhouse Road Section of The Dalles-California Highway in the City of Bend.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kkr
Attachment

bc: Don Harwell (agreement attached)

[illegible]

#4 9-07

Con 81-101
Bend

STATE OF OREGON INTEROFFICE MEMO

Don
~~Bob~~ Maimon

TO: Don Harwell
Local Government Section

DATE: August 5, 1980

FROM: Dale D. Allen
Region Engineer

Dale Allen

SUBJECT: City-State Agreement
City of Bend

I am returning the draft agreement between the State and the City of Bend. This agreement has been reviewed and is acceptable to the City. At my request, paragraphs 2 and 3 under City Obligations should be changed to read.....

> "2. City shall include, and incorporate into the study, an arterial design concept for Division Street, between Greenwood and O. B. Riley Road, a design that would allow this arterial to accommodate approximately 3200 vehicles per hour."
>
> "3. City shall conduct an Arterial Engineering Analysis and from this analysis prepare Arterial Design concepts which address traffic congestion and circulation problems within the study area. The preliminary design report shall include an analysis of the compatability of developing Division Street as a major arterial, favoring through traffic."

Please review this revised document with Scott Coulter as soon as possible and if acceptable, return the necessary agreements for signature by the City. ✓

For your information, I have enclosed a copy of the agreement between the City and their consultant. This agreement is acceptable and ready to be signed as soon as the City and the State can execute this agreement. Please keep me posted on what action is being taken. — NA not federal project

DA:mr

encl

8/7/80 copy to Coulter w/ agree
for concurrence & return
to us for final Don H

Contains
Recycled
Materials
81-125-1387

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
AUG 5 1980
REFERRED TO ____ SP*75683-125
FOR ____
FILE: PM FA LG.

Don H

[illegible] 31-14
Bend,

#4 9-07

STATE OF OREGON

INTEROFFICE MEMO

TO: Mainor Holmes
Agreement Specialist, Project Management

DATE: July 8, 1980

FROM: John E. Holcomb
Region Traffic Engineer

SUBJECT: Preliminary Engineering Agreement
City of Bend

As per our phone conversation of July 7, 1980, I am returning herewith a copy of the draft of the subject agreement. You will note my requested changes marked in red.

I am at a loss to phrase the correct wording for these changes. In essence, the City has been given a grant. This grant amounts to $25,000. The amount is not enough to cover the full cost of the study, and the State will participate in the additional cost above the $25,000. The State's share is not to exceed $10,000, but is not to be spent until the City can show that they have spent the original $25,000.

If you have any questions on this, please do not hesitate to call.

JEH:mr

encl

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
JUL 9 1980
REFERRED TO ______
FOR ______
FILE: PM FA LG.

Contains Recycled Materials
81-125-1387

91-

#4 9-07

ACN 91-107
Bend

STATE OF OREGON

INTEROFFICE MEMO

TO: Don Harwell, Project Management
ATT: Mainor Holmes

DATE: June 25, 1980

FROM: Dale D. Allen
Region Engineer

SUBJECT: Proposed City of Bend-State Agreement

In the Six-Year Improvement Program there is a project identified as O. B. Riley-Brosterhous Road on US 97. At the present time, we are gathering the information to prepare the Authority for Survey and Prospectus on that project. Two or three alternatives are being reviewed.

At the same time, the City of Bend has undertaken the identification of priority projects on their arterial street system. The attached proposal outlines the scope of their study.

It is essential that the street improvements the City proposes to undertake do not conflict with our proposed project. I am requesting a City-State agreement be prepared which would provide for the following:

(1) The arterial street improvement plan developed by the City incorporate and include the State Highway Division improvements to US 97.

(2) The portion of the investigation the State shall participate in will not exceed $10,000.

(3) The investigation specifically addresses the intersections of Division Street and Deschutes Place, Division Street and Greenwood, and the northerly extension of Division Street to First Street.

If you will prepare a draft of such an agreement, we can sit down with the City and work out some of the details.

Please return the enclosed copy of the proposal "Arterial Streets Improvement Plan, Bend, Oregon."

DA:mr

~~encl~~ cc Scott Coulter -

RECEIVED
STATE HWY ENGR
JUN 26 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Contains Recycled Materials
81-123-1387

SP*75683-125

9965

#4 9-07 4 ✓

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design

DATE: June 20, 1980

NOTED
E. S. HUNTER

FROM: Dale D. Allen
Region Engineer

Dale D. Allen

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 23 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
[illegible] /
Action

SUBJECT: O. B. Riley-Brosterhaus Road, City of Bend
The Dalles-California Highway
Meeting, June 18, 1980

Last week a meeting was held with Adrian Olsen and John Hanks to review the above proposed project. The purpose of the meeting was to determine what information was necessary to adequately identify the scope of the project so that an Authority for Survey and Prospectus could be prepared. A secondary purpose was to introduce our people to John Joyce, a Bend Consultant, who is in the preliminary stages of preparing data for the City of Bend on recommended improvements to their arterial street system.

After a field and office review of the data available, it was agreed that the following preliminary information would be needed.

(1) Capacity calculations for critical points on Third and Division Street if no work is done on Third (existing condition) and Division Street is improved as planned by the City.

(2) Capacity calculation for critical points on Third and Division if the First to Revere structures are widened one extra lane; and Greenwood (Century Drive) is lowered under the railroad and would pass under Division. The balance of Division would be improved as planned by the City.

(3) Capacity calculations for critical points on Third and Division if Deschutes Place (Revere), Olney (Portland), and Greenwood are lowered to pass under Division.

(4) Preliminary review of intersection layout at First and Third (Riverhouse), Division and Revere, Division and Greenwood, if (2) or (3) above were implemented.

The results of this review are scheduled for completion in late July or early August. At that time, it will be presented to Ed Hunter for approval of a survey.

It is felt that some urgency is required in the identification of the scope of our proposed project if we are to avoid possible conflicts in design with City projects underway. Also, the consultants selection and identification of priority arterial street projects is to be completed in six months. His selection may depend on what alternative we select.

Briefly, we must coordinate our work with the City and reach a decision rather soon on what we will do, even though actual construction may not begin until 1982-83 or later. Your assistance in preparing this initial design information expeditiously will be appreciated.

DA:mr

cc: L. E. George

1985 Austin Rock Production Proj. 9966
@ M.P. 195.3 on John Day Hwy. 20 miles
E. of Prairie City.

[illegible]

N

January 30, 1986

CON 5
#9966

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Contract No. 9966 awarded to R. J. Taggart Construction Co., Inc., for the Austin Rock Production Project on the John Day Highway in Grant County was completed on September 10, 1985, and accepted by the State Highway Division on December 30, 1985.

Final payment in the amount of $1,000.00 will be released to the contractor after February 5, 1986. The total contract amount is $143,125.52 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Transamerica Insurance Company
700 N.E Multnomah
Portland, OR 97232

Kingray, Price & Duyck Insurance
P.O. Box 784
Springfield, OR 97477

R. J. Taggart Construction Co. Inc.
3450 Cherry Avenue NE
Salem, OR 97303

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
R. D. Hector

9966

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 30, 1985

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9966, On Site Work Substantially Completed 8-5-85

All Work Completed 9-10-85

Project Austin Rock Production

Highway John Day

County Grant

Type of Work Rock Production

Contractor R. J. Taggart Const. Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

noted
RWGormsen

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Austin Rock Production Project
WEEK ENDING: Oct. 19, 1985
SECTION PREFIX: C09966
HIGHWAY: John Day
COUNTY: Grant
NAME OF JOB: Austin Rock Prod. Project
KIND OF WORK: Rock Production
CONTRACTOR: R.J. Taggart Construction Co.
CONTRACT NUMBER: 9966
FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: March 8, 1985
DATE WORK STARTED: July 8, 1985
ESTIMATED COMPLETION DATE: August 5, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS:
CALENDAR DAYS USED:
SPECIFIED COMPLETION DATE: June 30. 1985
PERCENT OF TIME ELAPSED: 130
PROJECT AUTHORIZATION: $ 158,840
EXCLUSIVE OF ENGINEERING: $ 146,245
ENGINEERING AUTHORIZATION: $ 12,595
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 143,153
ENGINEERING COST TO DATE: $ 9,700
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT: OVERRUN UNDERRUN 2 %
PERCENT OF AUTHORIZATION: 77 %
DATE PROJECT WAS COMPLETED: August 5, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			16,850cy		
TOTAL QUANTITIES CORRECTED TO DATE			17,800cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			17,800cy		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY			0		
HOURS PER SHIFT			0		

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	13	Ptly Cloudy			
MONDAY	14	Fair			
TUESDAY	15	Fair			
WEDNESDAY	16	Fair			
THURSDAY	17	Fair			
FRIDAY	18	Fair			
SATURDAY	19				

RECEIVED
OCT 22 1985
CONSTRUCTION SECTION

E CAE ___ LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ FE ___ CP ___
CA ___ FOC ___
CAM ___ CCS ___
EEO ___ FILE ___

CONTR. NO: 9966 DATE: Oct. 19, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

13 SUNDAY	No activity.
14 MONDAY	No activity.
15 TUESDAY	No activity.
16 WEDNESDAY	No activity.
17 THURSDAY	No activity.
18 FRIDAY	No activity.
19 SATURDAY	No activity.

REMARKS

Awaiting progress estimate forms to submit semifinal.

SIGNED for C.D. Hiatt, DMS LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1985 Drews Reservoir Rock Prod. 9968
Proj. on Klamath Falls-Lakeview Hwy.
Westerly of Lakeview.

October 10, 1985

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington street
Portland, OR 97205

CON 5
#9968

Contract No. 9968 awarded to Fisher Land Company dba Oakridge Sand & Gravel for the Drews Reservoir Rock Production Project of the Klamath Falls-Lakeview Highway in Lake County was completed on June 25, 1985 and accepted by the State Highway Division on October 2, 1985.

Final payment in the amount of $2,411.06 will be released to the contractor after October 15, 1985. The total contract amount is $103,145.58 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Fisher Land Company
dba Oakridge Sand & Gravel
47859 Berry Street
Oakridge, OR 97463

Allison, DeBar, Getty & Noske Insurance
P.O. Box 10266
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

FKN:arc

NOTED ON CARD
10-10-85

9968

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 2, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9968, On Site Work Substantially Completed June 20, 1985

All Work Completed June 25, 1985

Project Drews Reservoir Rock Production

Highway Klamath Falls-Lakeview

County Lake

Type of Work Rock Production

Contractor Fisher Land Company dba Oakridge S & G

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-10-85 - surety letter written (ac)

noted
RGormsen

RECEIVED
OCT 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

99168

L

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Drews Reservoir Rock Production

WEEK ENDING: July 13, 1985

SECTION PREFIX: 02-C09968

HIGHWAY: Klamath Falls-Lakeview

COUNTY: Lake

NAME OF JOB: Drews Reservoir Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Fisher Land Co./Oakridge Sand & Gravel (dba)

CONTRACT NUMBER: C09968

FEDERAL AID PROJECT NUMBER: STate

DATE OF CONTRACT: March 8, 1985

DATE WORK STARTED: April 29, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: May 31, 1985

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 123,068.05

EXCLUSIVE OF ENGINEERING: $ 113,309.35

ENGINEERING AUTHORIZATION: $ 9,758.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 113,309.35

ENGINEERING COST TO DATE: $11,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 113 %

DATE PROJECT WAS COMPLETED: June 20, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		SIZE	1/4"-#10	5/8"-1/4"	1"-10	1/4"-#10	

MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000	6,000	3,000	250	
TOTAL QUANTITIES CORRECTED TO DATE	2,938	5,859	2,965	248	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,938	5,859	2,965	248	
AVERAGE DAILY QUANTITIES	0	0	0	0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	TIME EXPIRED				
NUMBER OF SHIFTS PER DAY	0	0	0	0	
HOURS PER SHIFT	0	0	0	0	

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7				
MONDAY 8				
TUESDAY 9				
WEDNESDAY 10				
THURSDAY 11				
FRIDAY 12				
SATURDAY 13				

CE E CAE ___ RECEIVED LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ JUL 16 1985 FE ___ CP ___
CA ___ PQC ___
CAM ___ CONSTRUCTION QCS ___
EEO ___ SECTION FILE ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7 SUNDAY	
8 MONDAY	
9 TUESDAY	
10 WEDNESDAY	
11 THURSDAY	
12 FRIDAY	
13 SATURDAY	

REMARKS

Semi-Final submitted to Region 7/10/85.

FINAL REPORT.

SIGNED John H. [illegible] for LOCATION Klamath Falls
Richard J. Steyskal, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1985 Juntura Rock Prod. Proj. @ 9969
M.P.180.8 N. Central Oregon Hwy.
West of Juntura.

March 31, 1986

CON 5 - #9969

Amwest Surety Insurance Co.
P.O. Box 22145
Portland, OR 97222

Contract No. 9969 awarded to Ontario Asphalt & Concrete, Inc. for the Juntura Rock Production Project on the Central Oregon Highway in Malheur County was completed on December 20, 1985, and accepted by the State Highway Division on March 17, 1986.

Final payment in the amount of $2,500.00 will be released to the contractor after April 7, 1986. The total contract amount is $103,091.73 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Ontario Asphalt & Concrete, Inc.
P.O. Box 457
Ontario, OR 97914

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
R. D. Hector

9969

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9969

TO: Robert Gormsen
Manager, Commission Services

DATE March 17, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9969 , On Site Work Substantially Completed November 26, 1985

All Work Completed December 20, 1985

Project Juntura Rock Production

Highway Central Oregon

County Malheur

Type of Work Rock Production

Contractor Ontario Asphalt & Concrete, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

3-31-86 - Surety letter written.

noted RGormsen

RECEIVED
MAR 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9969

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Juntura Rock Production	WEEK ENDING Jan. 18, 1986
		SECTION PREFIX C09969
	HIGHWAY Central Oregon	COUNTY Malheur
NAME OF JOB Juntura Rock Production	KIND OF WORK Rock Production	
CONTRACTOR Ontario Asphalt & Concrete, Inc	CONTRACT NUMBER 9969	FEDERAL AID PROJECT NUMBER State Project
DATE OF CONTRACT March 8, 1985	DATE WORK STARTED August 21, 1985	ESTIMATED COMPLETION DATE November 26, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 125,985	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED 149
EXCLUSIVE OF ENGINEERING: $ 115,995	ENGINEERING AUTHORIZATION $ 9,990	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 111,000	ENGINEERING COST TO DATE $ 3,408	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94
ESTIMATED PERCENT: OVERRUN UNDERRUN 4 %	PERCENT OF AUTHORIZATION 34 %	DATE PROJECT WAS COMPLETED: November 26, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	0	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000cy		
TOTAL QUANTITIES CORRECTED TO DATE			10,000cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,000cy		
AVERAGE DAILY QUANTITIES			330cy		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Foggy	0		
MONDAY	13	Foggy	0		
TUESDAY	14	Foggy	0		
WEDNESDAY	15	Cloudy	0		
THURSDAY	16	Frzg.Rain	0		
FRIDAY	17	Cloudy	0		
SATURDAY	18		0		

CONTR. NO: 996[illegible] GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK DATE: Jan. 18, 1986

SUNDAY 12	No activity.
MONDAY 13	No activity.
TUESDAY 14	No activity.
WEDNESDAY 15	No activity.
THURSDAY 16	No activity.
FRIDAY 17	Completed semi-final documentation mailed to Region Office.
SATURDAY 18	.

REMARKS

Semi-final estimate submitted to Region Office for processing.

For

SIGNED ~~C.D. Hiatt, DMS~~ LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1985 Owyhee R. Br. Sec, Succor Cr.9970
Hwy. south of Nyssa.
(gr, pav, str.)

C+A 8095 3-19-84

9970

STATE COPY 9970

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT December 22, 1987	REPORT MADE BY 12-22-87 C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-172(8)
COMPLETION DATE (Actual) November 6, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY February 26, 1987	TIME ELAPSED 106 %	CONTRACT TIME 220 C.D.

LOCATION

Owyhee River Bridge Section of the Succor Creek Highway about 8.7 miles south of Nyssa.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.

   B. Construction of Bridge No. 1747B over the Owyhee River.
   Length: 338 ft. Roadway Width: 40 ft.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Stach Construction Co., Inc.

3. Contract Amount: $775,731.48

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

RECEIVED
STATE HWY ENGR
JAN 4 '88
REFER TO Fredrickson
FOR
Info [illegible] R/O D/R Sign Act File

NOTED
W. E. SCHWARTZ
vg 1/7

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 12/31/87	TITLE District Engineer	DATE 12/31/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9970

April 24, 1987

CON 5 - #9970

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

On March 4, 1987, we wrote to you concerning release of final payment on Contract No. 9970 awarded to Stach Construction Co., Inc. for work on the Owyhee River Bridge Section of the Succor Creek Highway in Malheur County.

The total contract amount is $775,731.48 including $6,889.94 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Stach Construction Co., Inc.
235 W. Scenic Drive
P.O. Box 730
Grants Pass, OR 97526

Kingrey, Price & Duyck Ins.
P.O. Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9970

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9970

TO: Commission Services

DATE: February 26, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9970 , On Site Work Substantially Completed November 6, 1985

All Work Completed February 13, 1987

Project Owyhee River Bridge

Highway Succor Creek

County Malheur

Type of Work Grading, Paving & Structure

Contractor Stach Construction Co., Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent - 3-4-87

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-172(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40032

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 30 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE September 25, 1986

8. FEDERAL ROUTE NUMBER FAS 172

9. STATE ROUTE NUMBER 450

10. GENERAL LOCATION:
Owyhee River Br #1747A

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/18/86 we approve the revised Preliminary Engineering costs to a TEC of $67,061; Federal Funds $53,648.

(Increase TEC $11,450; Federal Funds $9,160)

14. DATE 9/30/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: September 18, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40032
Project No. BRS-172(1)
Owyhee River Bridge (#1747A) Section
Malheur County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justifications.

The preliminary engineering costs to develop the subject project have exceeded the survey authorizations as indicated below.

Additional cost have been incurred on this project due to a request by the locals to investigate a cost effective alternate design that might alleviate frequent flooding problems. The following activities have required additional funding: 903 (Final Design Bridge), 901 (Consultant), 905 (Final Design), and 921 (Specifications).

This is the final request for this project.

The total preliminary engineering costs are $67,061.00

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Paul Singer
Region 5

July 1, 1986

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, OR 97526

CON 5
9970

Re: Time Extension Request
Owyhee River Bridge
Contract No. 9970
FAP No. BROS-172(2)

Your request for additional contract time in which to complete the above project has been received. Section 108.09 of the Standard Specifications states, in part, "All requests for adjustment of contract time must be submitted to the Engineer within 60 days of the date indicated on the 'Second Notification' as described in Subsection 108.08 of these specifications. Failure to submit requests for adjustment of contract time within said 60 days is expressly agreed to be a waiver of the contractor's right to an adjustment of contract time."

The "Second Notification" on this project is dated November 6, 1985. Your request for additional contract time is dated April 18, 1986, some 160 days after "Second Notification". Your request does not comply with contract requirements and cannot be considered.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
R. D. Hector w/att.
H. Shaw w/att.

TE/281

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. Jackmond
Contract Administration Engineer

DATE: June 5, 1986

SUBJECT: Time Extension Request
Owyhee River Bridge
Contract #9970
Malheur County

Attached is a contractor request for an extension of contract time along with an analysis by the Project Manager.

I concur with Herb Shaw's recommendation. The guardrail work had no effect on project completion. Late completion of the bridge work resulted in the paving being performed late in the season when adverse weather could be expected.

I recommend the contractor's request be denied.

Warren

Warren Richards
Region 5 Construction Engineer

WR/jef

cc: Herb Shaw

6-30-86

W. E. Schwartz -

I recommend this request be denies but for reasons different from those given by Region and Project Manager. It appears that the required "protest" was not given and the request is over 3 months later that permitted by the contract provisions.

O. B. Jackmond

RECEIVED
JUN 11 1986
CONSTRUCTION SECTION
CE ___ CAE ___
COE ___ OM ___
OE ___
CA ___
CAM ___
EEO ___
SPC ___ TC ___
SA ___ CC ___
FE ___ CP ___
PQC ___
QCS ___
FILE ___

81-125-1387

9970

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Owyhee River Bridge

WEEK ENDING: May 31, 1986

SECTION PREFIX: C09970

HIGHWAY: Succor Creek

COUNTY: Malheur

NAME OF JOB:

KIND OF WORK: Grading, Paving, Structure

CONTRACTOR: Stach Construction Co.,Inc.

CONTRACT NUMBER: 9970

FEDERAL AID PROJECT NUMBER: BRS-172(2)

DATE OF CONTRACT: March 8, 1985

DATE WORK STARTED: April 9, 1985

ESTIMATED COMPLETION DATE: November 6, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED: 232

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 105

PROJECT AUTHORIZATION: $ 916,035

EXCLUSIVE OF ENGINEERING: $ 843,398

ENGINEERING AUTHORIZATION: $ 72,637

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 782,917

ENGINEERING COST TO DATE: $ 90,411

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

ESTIMATED PERCENT OVERRUN [✓ UNDERRUN] 7 %

PERCENT OF AUTHORIZATION: 125 %

DATE PROJECT WAS COMPLETED: November 6, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.28	0.28			0.28
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.28	0.28			0.28
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,580cy	5,300tn			1,590tn
TOTAL QUANTITIES CORRECTED TO DATE	1,765cy	4,173tn			696tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,765cy	4,173tn			696tn
AVERAGE DAILY QUANTITIES	0cy	0tn			0tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1474B							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25		0		
MONDAY 26		0		
TUESDAY 27		0		
WEDNESDAY 28		0		
THURSDAY 29		0		
FRIDAY 30		0		
SATURDAY 31		0		

CONTR. NO: 9970 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE: May 31, 1986

25 **SUNDAY**	No activity.
26 **MONDAY**	No activity.
27 **TUESDAY**	No activity.
28 **WEDNESDAY**	No activity.
29 **THURSDAY**	No activity.
30 **FRIDAY**	No activity.
31 **SATURDAY**	No activity.

REMARKS

FINAL REPORT.
Semi-final submitted to Region on 5-30-86.

SIGNED Ken Hilton
H.E. Shaw, Project Manager
LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Malheur	DIVISION Oregon

IN COMPANY WITH
H. Shaw, Project Manager; OSHD
G. K. Hossner, Field Operations Engineer, FHWA

DATE OF INSPECTION 4/16/86	INSPECTION MADE BY D. B. Carter, Area Engineer	PROJECT NO. BRS-172(2)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 105 %	WORK COMPLETED 100 %

OWYHEE RIVER BRIDGE SECTION
SUCCOR CREEK HIGHWAY
Grading, Paving, Structure

This project is now essentially complete and is open to traffic. The contract was considered substantially complete on November 6, 1985. However, the contractor has some very minor concrete finishing work to do to complete the work. One stop sign at the junction with River Road also needs to be adjusted (State Forces).

The high flow at Rome this spring was approximately 36,000 cfs which is the new high flow at this gaging station. The new structure handled the resulting high downstream flow satisfactorily.

The contractor may submit a claim regarding project time, and grading items on the project. A claim has not yet been received.

Initial penalty computations indicate that a penalty of approximately $24,000 has been computed for the bridge deck membrane and paving work on the project. This penalty amounts to nearly half of the bid price cost of these items. The penalty is presently under discussion with the contractor as the contractor has indicated that information will be submitted to substantiate his claim regarding the suitability of the material.

- DBC -

NOTED
W. E. SCHWARTZ
5/6

RECEIVED
STATE HWY ENGR
MAY 05 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Form FHWA-1446A
(Rev. 2-84)

9970

N

CS WF CAE ✓
OE O/M
OE
CA
CAM
EEO

RECEIVED
MAR 1[illegible] 1986
CONSTRUCTION
SECTION

SPC TC
SA CC
FF CP
PQC
CS
FILE

March 19, 1986

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, OR 97526

CON 5
9970

NOTED
W. E. SCHWARTZ

Re: Owyhee River Bridge
Contract No. 9970

The enclosed March 11, 1986, letter was received from an attorney representing one of your subcontractors on the above project, Ontario Asphalt. The thrust of the letter is to request a meeting to explain and review the matter of an asphaltic concrete pavement price adjustment made on this contract by the State.

If you wish to request such a meeting, please advise Project Manager Herb Shaw and he will arrange to meet and review the matter with you and your subcontractor. Should that meeting not resolve the issues, you may request further administrative review by Region Engineer Bob Hector.

O. B. Jackmond, P.E.
Contract Administration Engineer

RECEIVED
STATE HWY ENGR
MAR 20 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OBJ:mk

Encl.

cc: Fred Miller
Larry Rulien
Bob Hector/attach.
Herb Shaw/attach.
Ontario Asphalt
Coughlin & Leuenberger, P.C.

03193m

cc: W.E. Schwartz

COUGHLIN & LEUENBERGER P.C.

Lawyers
J. DAVID COUGHLIN, P.C.
MARTIN J. LEUENBERGER

J. ROBERT MOON, JR.

Main Office
Old Post Office Square
1650 Dewey Avenue
Post Office Box 1026
Baker, Oregon 97814
(503) 523-6535
Ontario Office
[illegible]
Post Office Box [illegible]
Ontario, Oregon [illegible]
(503) [illegible]
Reply to Ontario Office

RECEIVED
DOT DIRECTOR
MAR 13 '86
REFER TO
Bulen orig
FOR
Info ☐ Invest ☐ R/D ☐ D/R ✓ Sign ☐ Act ✓ File ☐
3/17

RECEIVED
STAT HWY ENGR
MAR 13 '86
REFER TO
to Fredrickson
FOR
Info ☐ Invest ☐ R/D ☐ D/R ✓ Sign ☐ Act ☐ File ☐

w/cc: Rulien
Miller

WES
R/W

March 11, 1986

State of Oregon
Department of Transportation
Chief Engineer
135 Transportation Building
Salem, Oregon 97310

Re: Ontario Asphalt

Our firm represents Ontario Asphalt who were the sub-contractors on a job known as the Owyhee River Bridge in Malheur County.

The State has apparently penalized Ontario Asphalt as the result of certain problems, but Ontario Asphalt has never been notified of what those problems are. In fact, they have never received any paper work on this job including the mandatory sheets for the daily inspections.

They have not filed this earlier as the result of what they understood to be an agreement with the local engineer, Herbert Shaw, to the effect that Mr. Shaw was going to take care of these alleged penalties for them.

In the meantime, the general contractor, Stach Construction Co., has withheld certain amounts from their checks as a result of this alleged penalty.

In reviewing the "Special Provisions And Supplemental Standard Specifications For Highway Construction", along with the general specifications book for highway construction, I am unable to find a section for proper appeal notices or of time limits. This letter shall act as whatever notice may be required.

Please see the enclosed letter to the general contractor asking him to also file his notice of appeal, for details and explanations of their position.

The principals of Ontario Asphalt would very much like to meet with a state engineer who has authority beyond the resident engineer's authority to explain and review this entire problem.

I will look forward to hearing from you.

Very truly yours,

Dictated and mailed without
attorney's signature in his
absence to avoid delay.

J. DAVID COUGHLIN

JDC/is
cc: Ontario Asphalt

COUGHLIN & LEUENBERGER P.C.

Lawyers
J. DAVID COUGHLIN, P.C.
MARTIN J. LEUENBERGER

J. ROBERT MOON, JR.

Main Office
Old Post Office Square
1650 Dewey Avenue
Post Office Box 1026
Baker, Oregon 97814
(503) 523-6535
Ontario Office
153 S.W. First Street
Post Office Box 908
Ontario Oregon 97914
(503) 889-7621

Reply to Ontario Office

March 11, 1986

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Re: Ontario Asphalt

We are representing Ontario Asphalt with regard to certain monies which you are withholding for allegedly liquidated damages for a late penalty and for certain monies which you have further withheld from them as a result of an alleged penalty from the State of Oregon for gradation, viscosity and membrane problems on the Owyhee River Bridge Project in late 1985.

It is the position of Ontario Asphalt that no late charges should have been assessed since any problems in finishing the job were a combination of the general contractor's failure to have the project ready for asphalt paving in a timely manner. They were ready to perform at the time they should have performed but had to draw some of their equipment on other jobs while they were waiting for the general contractor to prepare the bridge for the asphalt. Additionally, the State Engineer misrepresented what had to be done with regard to the preparation that Ontario Asphalt was supposed to do and, lastly, the lateness was due to circumstances beyond their control, namely the weather.

With regard to the penalties for the asphalt itself, the State did not perform adequate inspections and notifications to Ontario Asphalt with regard to any deviations from the specifications. The State did not have an inspector at the place where the membrane was mixed and, further, did not take adequate samples of the actual asphalt mix as it was laid.

Additionally, the State violated its own specifications in allowing the mix to be laid when the temperature was below specification.

Overall, the job that Ontario Asphalt did was of excellent quality and the penalty which is being assessed is far beyond what should be assessed.

Since only the general contractor can submit an appeal to the State for these penalties, demand is hereby made upon you to immediately notify the State of Ontario Asphalt's desire to contest the penalties as assessed by the State and, further, demand is hereby made upon you to refund any late monies which have been withheld.

Failure to do so in a timely manner can lead to certain time limits passing which may prohibit Ontario Asphalt from having a fair hearing before the State. Accordingly, please file your notice with the State immediately on behalf of your sub-contractor.

By copy of this letter I am also notifying the State of Oregon, Department of Transportation, of the appeal.

Very truly yours,

J. DAVID COUGHLIN

JDC/is
cc: Ontario Asphalt
State of Oregon, Department of Transportation✓

CERTIFIED MAIL NO. P 656 687 376
RETURN RECEIPT REQUESTED

jc STATE COPY cc: OSHD (Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
AUG - 2 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

(Check appropriate box)

☒ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☐ FINAL INSPECTION

REGION NO. 10	REPORT NO.	COUNTY Malheur	DIVISION Oregon

IN COMPANY WITH
Dave Harmon, Bob Caseberg; OSHD

DATE OF INSPECTION July 29, 1985	INSPECTION MADE BY H. A. Schell, Division Bridge Engineer	PROJECT NO. BRS-172(2)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory *	TIME ELAPSED 58 %	WORK COMPLETED 40 %

OWYHEE RIVER BRIDGE
SUCCOR CREEK ROAD

NOTED
W. E. SCHWARTZ

This structure was inspected to determine the quality of work and review the width of the bearing area for anchoring the prestressed beams.

1. The southbound slabs and roadway rail are in place and detour traffic is now utilizing this part of the new construction. Traffic is controlled by a signal on either end of the bridge.

2. 4 men and a truck mounted telescopic crane are unbolting a damaged boom whichh occured during the pile driving operation.

3. Yesterday, July 23, 1985, several bolts failed on the pile driver and the boom collapsed. The contractor had virtually completed pile driving for the northbound lanes of the structure except for the end bents. He has been driving the piles through the old wooden deck. Driving is being accomplished with a diesel DE22 hammer. The steel H piles show good alignment and the 2 foot thick concrete cap will fit the alignment. The prestressed slabs appear to be seated adequately on the cap. A 30" cap area however, would have allowed a little more clearance between the slab and might have prevented some minor impact chips on the ends of a few sections. The slabs appear to be adequately seated on the cap.

* This work has been lagging because of limited access. The contractor should begin to catch up within the next 2 months because part of the old brdige will be used for access.

#######

Form FHWA-1446A
(Rev. 2-84)

9[illegible]

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 3721, SAN FRANCISCO, CALIFORNIA 94119-3721
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

SD--13554

Notice to Public Agency and Original Contractor or Reputed Contractor as required by Oregon Lien Laws.

Date: APR 03 1985

#9970

TO: Oregon State Highway Div.
(Public Agency)
TransPortation Building
Salem, Oregon 97310

TO: Stach Con. Co.
(Contractor)
P.O. Box 730
Great Pass, Oregon 97526

BONDING

Fireman's Fund Ins.
121 S.W. Salem
Portland, Oregon 97204

You are hereby notified that the undersigned has rented and or furnished or will rent and or furnish H.P. 12x53# Domestic H Bearing Pile

equipment or materials for a total estimated price of $ 60,000.00

Sixty Thousand Dollars

For the building, structure, or other work of improvement located at:

Owyhee River Bridge
Appox. 6 Miles South
Nyssa, Oregon

The name of the person (or persons) who contracted for the purchase (or rental) of said materials or equipment is:

Stach COnstruction Co.
P.O. Box 730
Great Pass, Oregon 97526

By: A. M. Roberts
L. B. FOSTER COMPANY

no resp
nec.
fw

RECEIVED
APR - 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9970

STATE COPY

• TO BE COMPLETED BY FHWA 3-193	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY MALHEUR PROJECT NO. BRS-172(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Owyhee River Bridge # 01747A 450-00873

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-6-85	0.055

OTHER *(Specify)*

FUNDS PRO RATA 80.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 841,949.00	$ 673,559.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 19, 1985

FEDERAL AID PROJECT NO. BRS-172(2)

OWYHEE RIVER BRIDGE SECTION
SUCCOR CREEK HIGHWAY
MALHEUR COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
STRUCTURE (Sta. 2+50 to Sta. 17+50)

Mobilization	Lump Sum	All	Lump Sum	$ 30,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,200.00
Temporary Signs	Sq. Ft.	402	6.00	2,412.00
Temporary Barricades	Each	2	50.00	100.00
Temporary Guard Rail, Type 2A Reflectorized	Lin. Ft.	400	6.00	2,400.00
Temporary Bridge Rail	Lin. Ft.	581	8.00	4,648.00
Temporary Traffic Signal Installation	Lump Sum	All	Lump Sum	23,000.00
Flaggers	Hour	80	20.00	1,600.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	1,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,200.00
General Excavation	Cu. Yd.	755	4.00	3,020.00
1"-0 Aggregate Base	Ton	5,300	8.00	42,400.00
Class "B" Asphalt Concrete	Ton	1,590	35.00	55,650.00
Guard Rail, Type 2A	Lin. Ft.	150	20.00	3,000.00
Guard Rail, Type 3	Lin. Ft.	100	25.00	2,500.00
Guard Rail Anchors, Type 1	Each	4	350.00	1,400.00
Rail End Pieces, Type C	Each	4	80.00	320.00
Extra for Asphalt Approaches	Each	7	50.00	350.00
Loose Riprap, Class 100	Cu. Yd.	80	22.00	1,760.00
Delineators, Type 1	Each	10	20.00	200.00
Bridge Removal Work	Lump Sum	All	Lump Sum	26,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	11,000.00
Structural Excavation	Cu. Yd.	470	10.00	4,700.00
Special Wall Backfill	Cu. Yd.	137	18.00	2,466.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	37,000.00
Furnish HP 12x53 Piling	Lin. Ft.	4,076	13.00	52,988.00
Drive Steel Piling	Lin. Ft.	3,100	0.50	1,550.00
Structural Concrete, Class 3300 (551 C.Y.)	Lump Sum	93.8%	130,000.00	121,940.00
Reinforcement (49,700)	Lump Sum	92.2%	21,000.00	19,362.00
4' x 45'/50' Prestressed Slabs	Each	60	3,800.00	228,000.00

Reinforced Concrete Bridge End Panels	Sq. Yd.	210	56.00	11,760.00
Two Tube Steel Railing	Lin. Ft.	580	46.00	26,680.00
Membrane Waterproofing	Sq. Yd.	1,290	7.50	9,675.00
				$ 733,781.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,000.00
Temporary Pavement Striping	All Required	3,675.00
Remove Pavement Striping (Exist. & Temp.)	All Required	250.00
Roadside Seeding & Mulching	All Required	1,000.00
Signal Controller Testing	All Required	400.00
Signal Turn-On	All Required	500.00
Remove & Reinstall Signs	All Required	200.00
		$ 8,025.00
	SUBTOTAL	$ 741,806.00
	Engineering	100,143.00
	TOTAL	$ 841,949.00

Length of Structure ---------------- 0.055 mile

Federal Funds (80%) ---------------- $673,559.00
State Funds ------------------------- 168,390.00
TOTAL $841,949.00

NONPARTICIPATING STATE WORK

Temporary Bridge Rail	Lin. Ft.	48	8.00	$ 384.00
General Excavation	Cu. Yd.	825	4.00	3,300.00
Single Mailbox Supports	Each	1	80.00	80.00
Structural Excavation	Cu. Yd.	41	10.00	410.00
Furnish HP 12x53 Piling	Lin. Ft.	544	13.00	7,072.00
Drive Steel Piling	Lin. Ft.	480	0.50	240.00
Structural Concrete, Class 3300 (551 C.Y.)	Lump Sum	6.2%	130,000.00	8,060.00
Reinforcement (49,700)	Lump Sum	7.8%	21,000.00	1,638.00
4' x 45'/50' Prestressed Slabs	Each	10	3,800.00	38,000.00
Two Tube Steel Railing	Lin. Ft.	97	46.00	4,462.00
Membrane Waterproofing	Sq. Yd.	217	7.50	1,627.50
				$ 65,273.50

Group 1: 92%; Group 9: 8%
Contract No. 9970
Prefix: 123-1907 P.E.
Prefix: 123-1091

WH:pf

March 19, 1985

CON 5

Stach Construction Co., Inc.
235 West Scenic Drive
P. O. Box 730
Grants Pass, OR 97526

#9970

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9970 for work on the Owyhee River Bridge Section of the Succor Creek Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Fireman's Fund Insurance Co.
P. O. Box 3823
Portland, OR 97204

Kingrey, Price and Duyck Insurance
P. O. Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Barry Hatcher

STACH CONSTRUCTION COMPANY

POST OFFICE BOX 730 • 235 WEST SCENIC DRIVE • GRANTS PASS, OREGON • 97526

March 4, 1985

Department of Transportation
Room 121
Transportation Building
Salem, Oregon 97310

ATTN: Robert Gormsen

RE: Assigned Contract Goals
Malheur County, Succor Creek
Grading, Paving & Structure
Owyhee River Bridge

ASSIGNED CONTRACT GOALS

Cherokee Equipment Contractors
P.O. Box 947
Nampa, Id 83651
ATTN: LArry Grey

Item NO. 29	Concrete Pumping 551 yds @ 9.00/yd±------ (Structural Concrete)	$4,959.00
Item No. 11	Dump Truck Rental Approx 60 hrs @ 38.00/yd (General Excavation)	$2,280.00
		$7,239.00

Pacific Northwest Guardrail
3904 N.E. Union Avenue
Portland, OR 97212
ATTN: Joe Reese

Item No. 5	Temp. Guardrail 400' @ 6.00/ft --------------	$2,400.00
Item No. 14	Guardrail type 2A 150' @ 18.00/ft -------------	2,700.00
Item No. 15	Guardrail Type 3 100' @ 25.00/ft -------------	2,500.00
Item No. 16	Guardrail Anchors Type I 4 @ 325.00/ea -------	1,300.00
Item No. 17	Rail End pieces Type C 4 @ 80.00/ea -------	320.00
Item No. 20	Delineators Type I 10 @ 20.00/ea -------	200.00
		$9,420.00

Contract Amount----$799,054.50
2% DBE ------------ 15,981.09

Our Total DBE ----- $16,659.00

Sincerely,

Henry G. Stach, Pres.

HGS/bcs

RECEIVED
MAR 5 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Kay Turner

KPD KINGREY, PRICE & DUYCK INSURANCE

3171 GATEWAY LOOP • 503/741-0550
P. O. BOX 784 • SPRINGFIELD, OREGON 97477

I. L. "Ike" Kingrey, CPCU
Gordon Price
Stan Duyck, CPCU
Mike Niderost
Dean Reynolds, CPCU

March 12, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: CON 5 - #9970 - Malhuer County

Stach Construction Co., Inc.

Dear Mr. Gormsen:

We have enclosed two fully executed contract documents on behalf of Stach Construction Co., Inc., together with the necessary certificate of insurance.

If you should have any questions, please feel free to contact this offfice or that of Stach Construction Co., Inc.

Thank you.

Very truly yours,

KINGREY, PRICE & DUYCK INSURANCE

Sherril Caudill

Sherril Caudill, Bond Department
for Stanley P. Duyck, CPCU

sc
enc.
cc: Stach Construction Co., Inc.

YOUR Independent INSURANCE AGENT

RECEIVED
MAR 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

91

files CON 19-1 Copy [illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-172(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40032

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Cy to Trout 2-15-85 Rw.

RECEIVED
STATE HWY ENGR
FEB 15 '85
REFER TO Potter
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 2/6/85

8. FEDERAL ROUTE NUMBER Secondary 172

9. STATE ROUTE NUMBER Secondary 450

10. GENERAL LOCATION:
Owyhee River Bridge ~~#07147A~~ 01747A 450-00873

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

Federal-aid participation is limited to a 290 foot bridge per my letter of 1/9/85.

13. REMARKS

As requested in Mr. Potter's letter of 2/1/85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $950,000; Federal Funds $760,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 10/15/84 that provision of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 2/12/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CCN 17-1
Owyhee
R.

#1747 A

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

January 9, 1985
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project BRS-172(1)
Owyhee River Bridge Replacement

copy
CCN 17-1 R.
Owyhee
#1747 B

We have again reviewed your advance detail drawings (dated 12/24/84) for the Owyhee River Bridge Replacement on the Succor Creek Highway (first set dated 9/21/84). We note you have increased the total bridge length from 290 feet to 338 feet 4 inches. We find no support for the extra length in the consultants hydraulic report or from your hydraulic staff review. We have reviewed the site with our Regional Hydraulic Engineer and your staff. It appears that without further support a 290 foot bridge is all that is needed. Federal-aid participation should be limited to a 290 foot bridge.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (D Harmon)
OSHD (W Hart) –
OSHD (G Potter)

cy-Wall Hart
Please handle
Hal
1-14-85

RECEIVED
STATE HWY ENGR
JAN 10 '85
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	Ne
					✓	

NOTED
E. S. HUNTER

G-1

CON 19-1
Owyhee
R.

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: October 12, 1984 #1747-A

SUBJECT: Owyhee River Bridge Proposal

I met with Calvin Martin, Vern McCain, Denny Jones and others concerning the Owyhee River Bridge replacement proposal. After telephone conversations with you and Mr. Martin, I reviewed all available data and did some detailed review of the consultant's hydraulic study. After the review, I concluded that the hydraulic study has some problems. After my meeting at Owyhee Junction, I was sure of it.

The waterway opening must be increased. The bridge length should be increased to the south. Dave Bryson is looking into this from a hydraulics standpoint. Walt Hart is advised.

R. D. Hector
Region Engineer

RDH/lm

cc: Walt Hart
Dave Bryson

RECEIVED
STATE HWY ENGR
OCT 18 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

NOTED
F.R. GRIFFIN

RECEIVED
OCT 15 1984
HIGHWAY ACCOUNTING

5910

CON 17-1
Owyhee
2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
CON 5
C & A 8095

March 27, 1984

Alan A. Sato, P.E.
President
Centrac Associates, Inc.
811 East Burnside, Suite 121
Portland, OR 97214

Personal Service Contract
Owyhee River Bridge Project #1747A

Enclosed for your records is a fully executed personal service contract for preconstruction engineering services to be provided for the Owyhee River Bridge on the Succor Creek Highway in Malheur County. The ODOT Program Section notified us today that all necessary approvals have been obtained, and that you may now begin work on the project. All work shall be done by September 3, 1984 based on Paragraph 2.b. of the Contract.

Enclosed is material from our files that may be of use. There is additional information available on the existing bridge in the files of the Bridge Section. Most of that information is on microfilm, and may be viewed by contacting the project manager.

Please continue to work exclusively through the project manager, Jimmy S. Hansen. Jim will contact you this week to arrange an on-site pre-design meeting with one of my Design Supervisors and a Region 5 representative. For questions about Field Location Work, you may contact Roger Lang, Region 5 Federal Aid Specialist, 2111 Adams Avenue, P. O. Box 850, La Grande, OR 97850, telephone 963-3177.

Walter J. Hart, P.E.
Bridge Engineer

Enclosures
cc: H. S. Coulter
    Program Section
    ✓Commission Services
    Region 5 /w/ Contract
    FHWA

Form 734-3122

9970 rll

CON 19-1 Owyhee ?

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-172(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-27-84

4. PROGRAM NO.

5. ITEM NO. 40032

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 30 '84
REFER TO Potter
FOR
Info | Imm. | R/B | D/R | Sign | Act | File

Orig. [illegible] 3/30

7. DATE AUTHORIZATION EFFECTIVE 3/27/84

8. FEDERAL ROUTE NUMBER Secondary 172

9. STATE ROUTE NUMBER Secondary 450

10. GENERAL LOCATION:

Owyhee RiverBridge #1747A Section

11. GENERAL DESCRIPTION OF WORK

Consultant Agreement and Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 3/20/84 I approve the Consultant Agreement with Centrac and Associates and you are authorized to proceed with the work covered by the Agreement on an actual cost basis estimated to be $49,611 - Federal Funds $39,689 which includes a fixed fee in amount of $4,037. An approved copy is returned herewith.

Also, as requested, I approve the revised Preliminary Engineering costs to a TEC of $55,611 - Federal Funds $44,488.

(Increase TEC $9,611 - Federal Funds $7,688)

14. DATE 3/27/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9176

Con 18-4
Owy Lit
K

DATE: March 20, 1984 PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Personal Services Contract
Project No. BRS-172(1)
Owyhee River Bridge Section #1747A
Succor Creek Highway
Malheur County

Enclosed for your approval are two copies of a fully executed Personal Services Contract between Centrac Associates and the State Highway Division on the subject project. The estimated total cost for work by the consultant is $49,611.

I further request the following:

1) Authorization to proceed with work by the consultant as of March 16, 1984 with an increase of $9,611 in total cost and $7,688 in federal funds on the project.
2) The return of one copy of the agreement approved for our files.

CL:jc

cc: Ed Marges
J. Hansen (Bridge)
General Files

[illegible]

CON 19-19
[illegible]

AGR

Walt Hart
Attn: Jimmy Hansen
BRIDGE SECTION

March 19, 1984

Robert W. Gormsen
Commission Services

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Attached for transmitting to Centrac Associates, Inc., is a fully executed personal service contract for pre-construction engineering services to be provided for the Owyhee River Bridge on the Succor Creek Highway in Malheur County.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

fkn
Att.

bc Jack Sollis (agree. att.)

CCN 17-1
Owyhee R.
1

njg

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-172(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

10-24-83

4. PROGRAM NO.

5. ITEM NO. 40032

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-24-83	8. FEDERAL ROUTE NUMBER Secondary 172	9. STATE ROUTE NUMBER Secondary 450

10. GENERAL LOCATION:
OWYHEE RIVER BRIDGE #1747A SECTION

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering str.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work
TEC $46,000; FF $36,800
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated October 12, 1983. Project is subject to FHWA field review.

RECEIVED
STATE HWY ENGR
NOV 1 '83
REFER TO Potter
FOR
Info | Invest | R/D | D.R | Sign | Act | File

Orig to
11/1

14. DATE 10-24-83	15. SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]	16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

450 CON 19-1

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Malheur Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION (Sucor Ck #1) Owyhee River Bridge (#1747A)	REGION 5

FAS172 SURVEY AUTHORITY FAS 172	AUTHORIZATION NO. 1	PREFIX 23-1907	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT		40,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		700
906 BRIDGE DESIGN		1,500	921 SPECIFICA-TIONS		1,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 46,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER BRS-172(1)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg
Anderson
2 Adams
(cy) Liacnab
3 Stoudenmeyer
Terpin
4 Trout
(cy) Wakerlig
5 Molly

RECEIVED cy to Lyle
NOV 15 1983
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/14/83
RECOMMENDED, REGION ENGINEER X	DATE 4-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 10-12-83
RECOMMENDED, LOCATION ENGINEER X	DATE 10-11-83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-24-83	

734-1914 (7-82)

DC

PROJE T PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01267

SECTION Owyhee River Bridge (Bridge 1747A)			REGION V
STATE HIGHWAY # 450	HIGHWAY NAME Succor Creek	MILE POST FROM 8.69 TO 8.82	LENGTH 0.13 mi
☐ URBAN ☒ RURAL	CITY	COUNTY Malheur	ROAD/STREET NAME
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 49	GRADING	(✓)	X	FILES	(#)	
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES	(#)	
ROADWAY	$ 40		STRUCTURES	(✓)	X	RELOCATIONS	(#)	
STRUCTURES	$ 429		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	C
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	C
TEMPORARY PROTECTION	$ 15					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
Remove Exist Bridge	$ 35		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 208		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 727	WORK TYPE	(1-12)	25	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 776						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 84	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	1,050	
YEAR OF AVERAGE DAILY TRAFFIC	1982	1982

DEFINE THE PROBLEM

This timber trestle structure was constructed in 1952. The structure has deteriorated and requires a high degree of maintenance. The Owyhee River Bridge is rated at H-13. This structure has restricted horizontal clearance.

PROPOSED SOLUTION

Replace the timber trestle bridge with a concrete structure with increased horizontal clearance.

REQUESTED: ~~REGION ENGINEER~~ BRIDGE ENGINEER X	DATE 10-21-83			
APPROVED. ASST HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Owyhee River Bridge (Bridge 1747A)

REGION
V

PROJECT JUSTIFICATION

The existing timber trestle bridge is a high maintenance item. It is narrow, impeding the normal traffic flow and the railings do not meet current standards. The current sufficiency ratings for this bridge is 15.7

This low priority number places the structure high on the replacement list.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Owyhee River Bridge (Bridge 1747A)

REGION
V

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	C	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	C	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#) NEW (#)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES

DESIGN SPEED	DESIGN STANDARDS
55	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1-3			10		10			1-2				
				4			12	×	12			4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	290'	32'	429,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Owyhee River Bridge (Bridge 1747A)

REGION
V

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional right of way required. Impact on existing right of way is minimal.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

New structures with improved horizontal clearance with improve safety to the traveling public.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Minimal impact during construction.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

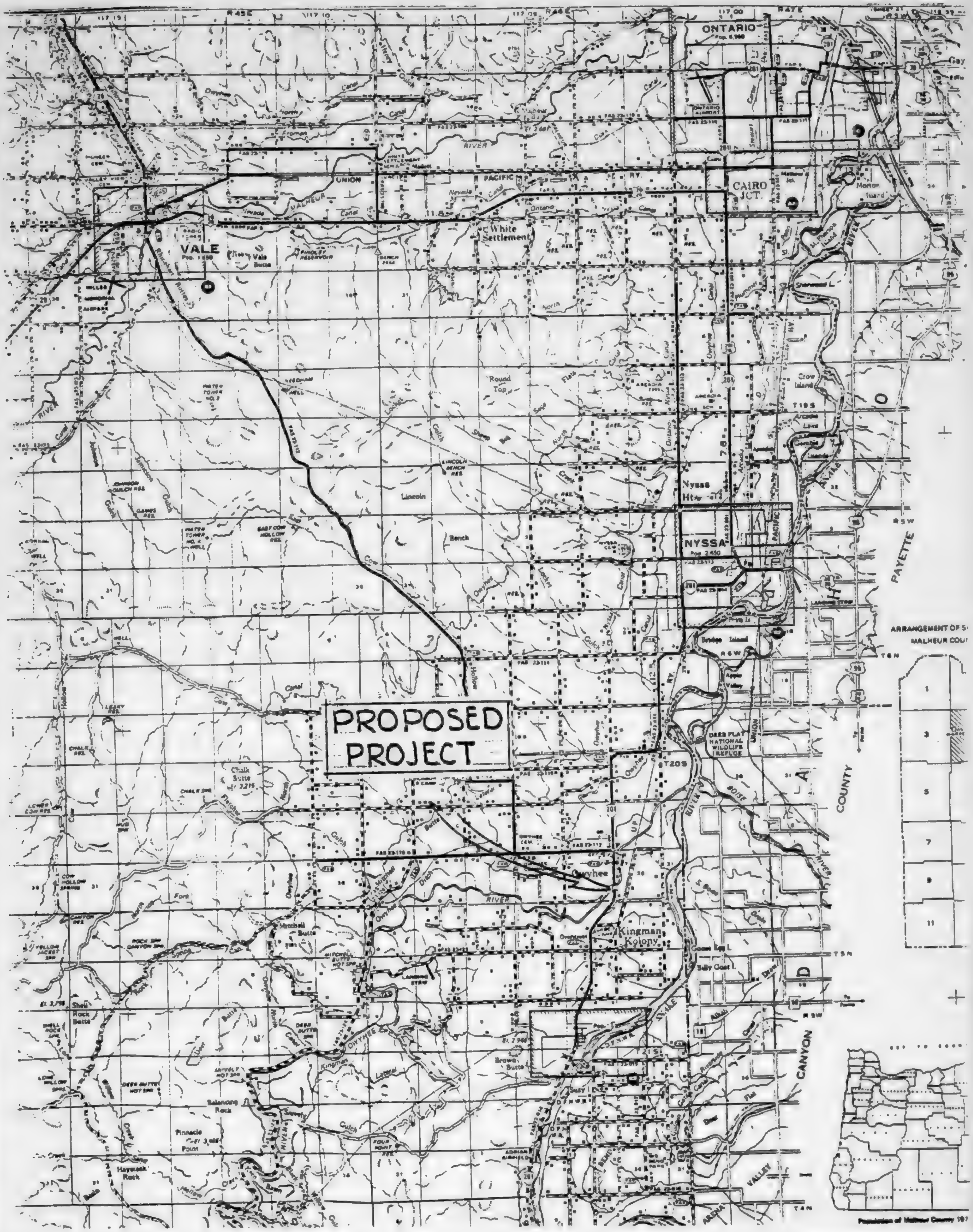
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X J.E.Chidsey	378-6551	

734-1913 (7-82)


PROPOSED
PROJECT
ONTARIO
Pop. 6,980
CAIRO JCT.
VALE
Pop. 1,650
White Settlement
NYSSA
Pop. 2,650
Nyssa Hts.
Round Top
Lincoln
Bench
Owyhee
Kingman Kolony
Chalk Butte
Mitchell Butte
Shell Rock Butte
Deer Butte
Brown Butte
Pinnacle Point
Haystack Rock
Bolonana Rock
Crow Island
Bridge Island
Goose Egg L.
Billy Goat L.
DEER FLAT NATIONAL WILDLIFE REFUGE
MALHEUR
OWYHEE
RIVER
UNION
PACIFIC
RY.
SNAKE
BOISE
PAYETTE
CANYON
COUNTY
IDAHO
T19S
T20S
T21S
R45E
R46E
R47E
ARRANGEMENT OF S
MALHEUR COU
1
3
5
7
9
11
Population of Malheur County 197

1985 Swift Hwy.& Rivergate Access 9971
Rd. @ Intersection of Swift Hwy. &
Marine Dr. in N. Ptld. (traffic sigs.)

11-7-85
Report of action under
deligated authority by Ass't
St. Hwy Engr.
contract accepted as
completed

3-18-85
Called Wayne Schutte
about the construction
A.D. and he is contacting
the Port of Portland
today.

9971

N

November 21, 1985

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

CON 5
#9971

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9971 awarded to Mill Plain Electric, Inc. for traffic signals on the Swift Highway and Rivergate Access Road at the Intersection of Swift Highway and Marine Drive in Multnomah County.

Final payment on this contract is $487.85 and the total contract amount is $37,228.85. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Insurance of Wausau
9400 S.W. Beaverton Highway
Suite 300
Beaverton, OR 97005

Mill Plain Electric, Inc.
6115 N.E. 88th Street
Vancouver, WA 98665

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

FKN:arc

NOTED ON CARD
11-21-85ac

9971

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9971, On Site Work Substantially Completed August 8, 1985

All Work Completed September 18, 1985

Project Swift Hwy. & Rivergate Access Rd.

Highway FAU 9962 Swift Hwy. (N. Portland Rd.)

County Multnomah

Type of Work Traffic Signal

Contractor Mill Plain Electric, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

noted
RWGormsen

RECEIVED
NOV 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9971

*** FINAL REPORT ***

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Swift Highway and Rivergate Access Road
WEEK ENDING: September 20, 1985
SECTION PREFIX: 326-8206
HIGHWAY: FAU 9962 Swift Hwy.
COUNTY: Multnomah
NAME OF JOB: Swift Hwy. & Rivergate Access Rd.
KIND OF WORK: Traffic Signals
CONTRACTOR: Mill Plain Electric, Inc.
CONTRACT NUMBER: 9971
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 27, 1985
DATE WORK STARTED: July 23, 1985
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 124 *
WORK DAYS USED / CALENDAR DAYS USED: 122
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 98
PROJECT AUTHORIZATION: $ 43,109.25
EXCLUSIVE OF ENGINEERING: $ 39,344.25
ENGINEERING AUTHORIZATION: $ 3,765.00
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 41,441.00
ENGINEERING COST TO DATE: $ 2,200.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 5.33 %
PERCENT OF AUTHORIZATION: 58 %
DATE PROJECT WAS COMPLETED: August 8, 1985

* Price Agreement No. 1 revised the completion time limit from 180 to 124 Calendar Days.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK
None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

September		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Fair	122		
MONDAY	16	Rain	122		
TUESDAY	17	Showers	122		
WEDNESDAY	18	Fair	122		
THURSDAY	19	Fair	122		
FRIDAY	20	Cloudy	122		
SATURDAY	14	Rain	122		

CONTRACT NO.: 9971 DATE: September 20, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No activity.
16 MONDAY	No activity.
17 TUESDAY	No activity.
18 WEDNESDAY	No activity.
19 THURSDAY	No activity.
20 FRIDAY	No activity.
14 SATURDAY	No activity.

REMARKS

STATUS TO DATE: Project was completed on August 8, 1985.

Final inspection of the project was made on August 16, 1985.

The Semi-Final Estimate was submitted on September 5, 1985.

The Third Notification was effective September 18, 1985.

This will be the FINAL WEEKLY REPORT submitted for this project.

SIGNED LOCATION Portland

DATE: September 20, 1985 Howard R. Harris, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

9771

March 4, 1985

PRO

William N. Bach, Manager
Land Development
Port of Portland
Box 3529
Portland, OR 97208

Dear Mr. Bach:

On February 28, 1985 we received a satisfactory bid from Mill Plain Electric, Inc., 6115 N.E. 88th Street, Vancouver, WA 98665 for the Swift Highway and Rivergate Access Road Section of Swift Highway (N. Portland Rd.).

The Preliminary Engineering and Construction Finance Agreement No. 8110 requires the Port of Portland to deposit it's share of the project costs at this time. The Port's share is computed as follows:

Contractor's Bid		$33,750.00
Anticipated Additional Items:		
Signal Controller Testing (State)	$ 1,500.00	
Inspect Installation and Assist During Turn On (City)	400.00	
Signing, Striping & Guardrail	2,000.00	$ 3,900.00
SUBTOTAL		$37,650.00
Contingencies (4 1/2%)		1,694.25
Engineering (10%)		3,765.00
TOTAL CONSTRUCTION COST		$43,109.25
STATE'S SHARE (50%)		21,554.63
PORT'S SHARE (50%)		21,554.62
ROUNDED		$21,550.00

Please submit your $21,550, which should arrive not later than March 22, 1985 using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:bkb
Attachment
bcc w/AD #85-19: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #85-19 when deposited.

9971

ORDER TO RENDER SERVICE/MATERIALS

HIGHWAY DIVISION

N

REQUESTER NAME Port of Portland	DATE OF REQUEST	PREFIX NUMBER 226-8295	DATE PREPARED 12/3/84
TITLE		ESTIMATED BEGIN DATE 12/1/84	ESTIMATED END DATE 9/1/85
ORGANIZATION Port of Portland		METHOD OF PAYMENT ☒ MONTHLY ☐ ON COMPLETION ☐ QUARTERLY ☐ OTHER:	
STREET ADDRESS Box 3529		AMOUNT OF ADVANCE DEPOSIT $5,000.00	DATE RECEIVED 11/27/84
CITY, STATE, ZIP CODE Portland, OR 97208		ORDER PREPARED BY Kit Leshk	ORGANIZATION OSHD Location Section
REQUEST AUTHORITY ☐ LETTER ☐ ORAL ☒ AGREEMENT/PERMIT NO: 8110 ☐ OTHER:		SIGNATURE X Kit Leshk	

LOCATION AND DESCRIPTION OF SERVICE/MATERIALS	UNIT COST	TOTAL ITEM COST
State to prepare intersection vicinity map and preform PS & E work as outlined on attached sheets.		
Preliminary Engineering		
901 Project Manager		3,500
903 Local Government		15,000
905 Final Design		3,000
912 Traffic Section		2,000
918 Location		500
920 Program Management		100
921 Specifications		2,000
922 Admin. Services		100
932 Railroad & Utilities		200
936 Region Traffic		600

PROGRAM SECTION

MANAGER ____ RESOURCE UNIT ____

FA UNIT ____ PROGRAM UNIT ____

DEC 06 1984

REFER TO ____

R/D ____ ACT ____ REPLY ____

DISC ____ INFO ____ FILE ____

TOTAL ESTIMATE	27,000

DO NOT WRITE IN THIS SPACE

734-3189 (6-31)

REQUESTOR

9971

Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

November 20, 1984

Wayne Schulte
State Highway Division
9002 S.E. McLoughlin
Milwaukie, OR 97222

TRAFFIC SIGNAL - N. MARINE DRIVE/N. PORTLAND ROAD

Dear Wayne:

Enclosed per the interagency agreement between the Port and the Oregon Department of Transportation (ODOT) is a check in the amount of $5,000 to cover one-half of the estimated design and engineering costs related to the signal.

I understand that the City of Portland now expects a six month delay in installation of the signal due to equipment delivery times. This would be a serious problem, as we expect significant traffic increases when the Columbia Slough bridge opens on December 17th.

Enclosed is a copy of a letter from the Port to Jim Wilson of the City attempting to coordinate use of any equipment which ODOT has on hand.

Any efforts you can make to expedite the process would be greatly appreciated.

Sincerely,

Bill Bach

Bill Bach, Manager
Land Development

Enclosure

06L411

Received check 1293 for $5,000.00
cl 11-27-84

PORT OF PORTLAND
P.O. BOX 3529 PORTLAND, OREGON 97208
503-231-5000

96-651
1232 709

HECK NUMBER 1293

DATE
11/20/84

PAY The sum of 5,000 dol's 00 cts 1293

CHECK AMOUNT
$5000.00********

TO THE ORDER OF

Oregon, State of
Department of Transportation

CHECKS IN THE AMOUNT OF $10,000.00
OR MORE REQUIRE TWO SIGNATURES.

FIRST NATIONAL BANK OF OREGON
Subsidiary of U.S. Bancorp
Canby, Oregon

⑈001293⑈ ⑆123206516⑆ 709 0200 234⑈

State Highway Division
9002 S.E. McLoughlin
Milwaukie, OR 97222

TRAFFIC SIGNAL - N. MARINE DRIVE/N. PORTLAND ROAD

Dear Wayne:

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Enclosed is a copy of a letter from the Port to Jim Wilson of the City attempting to coordinate use of any equipment which ODOT has on hand.

Any efforts you can make to expedite the process would be greatly appreciated.

Sincerely,

Bill Bach

Bill Bach, Manager
Land Development

Enclosure

06L411

November 15, 1984

Mr. Jim Wilson
Traffic Engineering
Portland Office of Transportation
1120 S.W. Fifth Avenue
Portland, OR 97204

NORTH MARINE DRIVE/NORTH PORTLAND ROAD SIGNAL

Dear Jim:

Thanks for information on the status of this project. The bridge across the slough will shortly be completed with an official opening expected near the beginning of December. While the bridge will improve Rivergate access, the intersection improvement is also needed.

You noted the intersection design would soon be done, but the actual placement of the signal was six months away due to delivery of the signal equipment.

I have spoken with Ed Hardt, ODOT Regional Engineer, regarding ODOT supplying the signal equipment if they have it on hand. Would you please send the needed signal equipment specifications to him at ODOT, 9002 S.E. McLoughlin Boulevard, Milwaukie, OR 97222 (please copy me at the above address).

The Port appreciates your cooperation in moving this intersection improvement forward.

Sincerely yours,

Bebe Rucker
Senior Transportation Planner

cc: Vic Rhodes
Bill Bach

03L276

BR:1548d:jw

9971

From: Schulte | 8/31/84
To
Cobine
[✓ Proj. Mgmt.] Traffic R[illegible] Accounting
Comment: Approved copies returned to you for Coulter's signature. Please expedite processing as P.O.P. requests.

Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

August 28, 1984

Wayne Schulte
State Highway Division
9002 S.E. McLoughlin
Milwaukie, OR 97222

AGREEMENT FOR TRAFFIC SIGNAL - RIVERGATE INDUSTRIAL DISTRICT

Dear Wayne:

Enclosed for your action are four copies of the agreement for construction, finance, and maintenance of traffic control signal at N. Swift Highway and Rivergate Access Road which have been executed by the Port and the City of Portland.

We would appreciate your expedient execution of the agreement and hope that installation of the traffic signal can proceed with all possible haste. The concern with timing stems from our belief that traffic through this intersection will increase substantially when the Columbia Slough bridge opens in late November. This increased traffic, combined with longer hours of darkness and winter fog conditions, may create a worse traffic situation than now exists.

We realize that the delay in execution of this agreement has been beyond the control of the Highway Division but ask that construction activities be placed on a fast-track schedule.

Please call me if you have questions or if any actions of the Port can hasten the process.

Sincerely,

William N. Bach, Manager
Land Development

cc: Vic Rhodes, City of Portland

06H661

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 31 1984
REFER TO Ed Mages
R/D ___ [✓ ACT] ___ REPLY ___
DISC ___ INFO ___ FILE ___

9971 N.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

June 6, 1984

In Reply Refer To
File No.:
84-33

DICK SCHMIDT, Highway Coordinator
Department of Public Works
City of Portland
1120 S.W. Fifth Avenue, Room 805
Portland, OR 97204-1971

Subject: PROPOSED AGREEMENT
Project Name: Swift Highway @ Rivergate Access Road
Funding: State and Port of Portland
City of Portland

Attached are five bound copies and one unbound information copy of a proposed agreement covering preliminary engineering, construction finance, and maintenance responsibilities for the subject project.

Would you please review this with your staff and with other affected city bureaus and if it is satisfactory, arrange for an ordinance authorizing execution by the proper city officials. The bound, signed copies should be returned to me at this office and the information copy may be retained. Two fully executed copies will be sent to you for your records following final action by the Highway Division.

This is a revised copy of earlier submitted agreement. It now more clearly defines that City of Portland will be reimbursed for 100 percent of eligible incurred costs for preliminary engineering. Jack Sollis of our Legal Section requests that the agreement be three-party instead of two separate two-party agreements as Mr. Nizlek had earlier suggested. This re-submittal has been discussed with Mr. Martini.

If you have any questions, please do not hesitate to call.

Wayne Schulte
WAYNE SCHULTE
Federal Aid Specialist

WS:po

cc: Ed Marges

Attachments

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUN 7 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

734-1850

9971

CITY OF
PORTLAND, OREGON
OFFICE OF TRANSPORTATION

Mike Lindberg, Commissioner
Traffic Management
1120 S.W. Fifth Avenue
Room 902
Portland, Oregon 97204-1969
(503) 796-5185

May 8, 1984

Wayne Schulte
Federal Aid Specialist
9002 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

SUBJECT: Proposed Agreement for Traffic Installation on Swift Highway at Rivergate Access Road - ODOT File No. 84-33

I am returning the proposed agreement for the installation of traffic signals at N. Swift Highway @ Rivergate Access Rd. and request that several modifications be made prior to execution of an agreement.

1. The agreement should be a two party agreement between the City and State covering preliminary engineering, inspection, acceptance and maintenance. A separate agreement should be prepared between the State and the Port of Portland covering project financing.
2. The City/State agreement should specify that the State will reimburse the City for its costs in performing the preliminary engineering, final inspection and turn-on services. (The attached copy is inexplicit in this area.)
3. The agreement should be modified to be signed by the Commissioner of Public Works and by the City Auditor.

If you have any questions, please call me or Jim Wilson at 796-5832.

Martin C. Nizlek
City Traffic Engineer

MCN:JKW:jjp

9771

PROJECT PROSPECTUS
PART 4 — S VEY AUTHORITY

84-33 Loc PND

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION N. Portland Rd. @ Rivergate Access

REGION Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 3,500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	600	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	0		950 TRAINING	0	
910 REGION GEOLOGIST	0		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING	0		960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING		
3 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	0		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

State to prepare intersection vicinity map and do PS & E.

PREPARED BY Curtis H.	DATE 3-21-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X Edward	DATE 3/22/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

GENERAL INSTRUCTIONS

The Survey Authority is Part 4 of the Project Prospectus. It shows the funds approved for the project development work. It is also used to revise the authorized funds, if necessary. It is to be submitted to Program Management along with the Project Details part of the Project Prospectus for the initiation of the project development work.

SPECIAL INSTRUCTIONS

The **PREFIX** will be entered in Salem for the first authorization.

Enter the **ESTIMATED COST** for each of the functions your office is responsible for. Region responsibilities are functions 901, 902, 903, 910, 913, 914, 926, 936, 938, 950, 955 and 980 (unshaded boxes). The Location Office will collect the estimates from the other Salem offices, fill in the **CURRENT AUTHORIZATION** column and **TOTALS**.

The **RIGHT OF WAY PREFIX** , **FEDERAL AID PROJECT NUMBER** and the **LOCATION ENGINEER'S REMARKS** will also be completed in Salem. In the signature block place the preparer's name and the Region Engineer's signature.

84-33

STATE OF OREGON **INTEROFFICE MEMO**

TO: GARY POTTER, Manager
Program Section

DATE: March 21, 1984

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: N. Portland Rd. @ Rivergate Access
Swift Highway

Here is our programming packet for installation of a traffic signal on N. Portland Road (Swift Highway) at the Rivergate Access Road (also referred to as "N. Marine Drive"). As the enclosed correspondence indicates, the State and the Port of Portland propose to enter into a cooperative agreement to share equally in the project cost.

The Metro Environmental Unit has identified this project as a Statewide Categorical Exclusion.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

TAS:KLB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

Attachments

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST 84-33

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: N. Portland Rd. @ Rivergate Access

REGION: Metro Region

STATE HIGHWAY # 120	HIGHWAY NAME Swift		MILE POST FROM 1.041 TO	LENGTH
☐ URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME	
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Port of Portland		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING	(✓)		FILES	(#)	0
RIGHT OF WAY		$	PAVING	(✓)		ACRES	(#)	0
ROADWAY	$		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 65.0		SIGNALS	(✓)	X	PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	0
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	0
40% ENGINEERING & CONTINGENCIES	$		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$	WORK TYPE	(1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/85	RECOMMENDED FUNDING SOURCE State & Local	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	11,000	20,000
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Increased traffic, particularly heavy trucks along Marine Drive and the Port access, is creating problems for trucks leaving the site.

PROPOSED SOLUTION

Install a traffic signal on N. Portland Rd at the Rivergate Access Road.

REQUESTED, REGION ENGINEER Edward [illegible]	DATE 3/22/84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS,** whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.) 84-33

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION N. Portland Rd. @ Rivergate Access

REGION Metro Region

PROJECT JUSTIFICATION

Improve access and safety to and from Rivergate Terminal.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT ROSPECTUS

PART 2 — PROJECT DETAILS

84-33

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: N. Portland Rd. @ Rivergate Access

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	S	OLD (#) 0	NEW (#) 1

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES		(LIST BELOW)

COMPANIES

Pacific N.W. Bell

Portland General Electric

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								SAME								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1812 (7-82)

GENERAL INSTRUCTIONS

The Project Details sheet is Part 2 of the Project Prospectus. It should be completed and submitted with the Survey Authority (Part 4) to Program Management for combining with the Project Environmental Classification (Part 3). This will normally be done upon notice from Program Management after the Project Request has been approved. A copy of the approved Project Request should be attached if available.

SPECIAL INSTRUCTIONS

Attach a sketch map showing the location of the project and a description of the project including such items as channelizations, frontage roads, possible alternatives and unusual features.

Fill in the **KEY ID #** (if known), the **SECTION** (use the title as shown on the Project Request) and the **REGION**.

For each of the items in the next section fill in the appropriate letter to show who will be responsible for the work, if it already has been done or if it is not needed. Do the same for the **SIGNALS** and **UTILITIES**, but also show the number of existing and proposed signals and list the Utility **COMPANIES** that may be involved.

RIGHT OF WAY

Fill in the estimated number of **ACQUISITIONS, RELOCATIONS** and **EASEMENTS**. Also indicate who will be responsible for **RIGHT-OF-WAY LIAISON** and if **ACCESS** will be controlled.

DESIGN SPEED and **DESIGN STANDARDS** are self-explanatory.

TYPICAL SECTION

Fill in the width for each item contained in the existing facility and the proposed project. Enter 0 for those items not contained. If curbs are included show the standard type, enter 0 if no curbs. If the typical section cannot be shown clearly on this form include an explanation or drawn section in the project description.

SUGGESTED BASE DESIGN should be filled in with data obtained from the Surfacing Design Unit.

Under **STRUCTURE DATA** the cost estimates should be obtained from Bridge Design.

Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

OM [✓ MRE] OS CE
TCS RECEIVED ME
US FEB 10 1984 PDM
CSA Metro Region TAM
SD PA EM BUD LM

February 9, 1984

Edward L. Hardt
Metro Region Engineer
Oregon Department of Transportation
9002 S.E. McLoughlin Boulevard
Milwaukie, OR 97222

JON IS INITIATING
AGREEMENT
Ted

PROPOSED TRAFFIC SIGNAL - N. MARINE DRIVE
AND SWIFT HIGHWAY INTERSECTION

In response to your letter of February 3, I appreciate the thoroughness of your traffic investigation and am encouraged by the results. I would like to pursue your proposal for a cooperative project with the State Highway Division, with the cost of signalization shared equally between the State and the Port. This appears to be the most expedient way to ease present and near future traffic problems at this important intersection.

It would seem most effective for your staff to draft a proposed inter-agency agreement using your standard format. I will take this agreement to the Port Commission for approval, perhaps as early as the March meeting on the 14th. Please let me know within the next week if this process is satisfactory. Again, thank you for your assistance.

William N. Bach

William N. Bach, Manager
Land Development

06B130

Offices also in Pasco, Washington, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, London

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

February 3, 1984

In Reply Refer To
File No.:

William Bach, Manager
Land Development
Port of Portland
Box 3529
Portland, OR 97208

On November 30, 1983, you wrote with a request that the Highway Division look into providing a traffic signal at the intersection of N. Marine Drive and Swift Highway, at the entrance to the Rivergate Industrial District. I apologize for not answering you sooner, but in the intervening time we have done a complete traffic investigation of the intersection, and I now have some positive results to discuss with you.

Our accident investigation indicates that the signal is warranted according to standards developed at the national level for uniformity of installation of signals. Normally when this occurs, a warranted signal is then placed on our list of signals statewide for ultimate funding. Unfortunately, at this particular time there are at least 64 signals estimated to cost $4,360,000 ahead of this intersection, so it would be some time before it was approved for funding.

Short of waiting a number of years for normal funding, I have two possible solutions to offer you. One, since the City of Portland has an authorization of freeway transfer money set up for the ultimate improvement of the highway from Marine Drive to I-5, it might be possible to have the City allocate the $65,000 needed for the signal installation. The actual allocation would be $55,250 of federal money and $9,750 of local match for the project (85/15 match ratio). The local funding would have to be provided by either the City of Portland or the Port of Portland.

The other alternative would be to enter into a cooperative project, with the Port of Portland and the State Highway Division sharing equally in the $65,000 cost. I am authorized by the State Highway Engineer to make you such an offer, and, if approved, would lead to installation of the signal in about 9 to 12 months. If the Port is interested in this type of a project, let me know and we can begin the development of an agreement.

EDWARD L. HARDT
Metro Region Engineer

cc Geoff Larkin w/attachments

bc H. S. Coulter
Bob Bothman
Gary Potter w/attachment
Bud George "

734-1850

Ptla

STATE OF OREGON **INTEROFFICE MEMO**

TO: SCOTT COULTER
State Highway Engineer

DATE: January 24, 1984

FROM: Edward L Hardt

EDWARD L. HARDT
Metro Region Engineer

NOTED
H. S. COULTER

SUBJECT: REQUEST FOR TRAFFIC SIGNAL
SWIFT HIGHWAY AT RIVERGATE ACCESS

Attached is a copy of a November 30, 1983 letter from the Port of Portland requesting our consideration of the installation of a traffic signal at the Rivergate access (Marine Drive) from the Swift Highway. Also attached is an investigation report by Ron Failmezger dated January 13 which indicates that a traffic signal is warranted at this location. Although not mentioned in Ron's report, the cost would be $65,000. We've also investigated the possibility of a Title II safety project, however, the amount of money that could be generated, using Title II funds, would be only about $10,000.

The Port of Portland's letter indicates a Columbia Slough bridge and connecting roads, presently being built, which are expected to be completed by November of 1984. I've attached a sketch map showing how this road fits into the location for the proposed signal. Incidentally, the statement in the Port's letter that they don't expect the improvement between Marine Drive and I-5 to be done before 1988 is correct---that is a project just now starting which will require a full environmental impact report, considerable right-of-way acquisition, and I would expect it will take six to eight years before completed.

As discussed briefly on the phone, I would like to answer the Port of Portland with two proposals: (1) That they approach the City of Portland to determine if the $65,000 can be appropriated from the E4 money presently set up for the improvement between Rivergate and I-5. Incidentally, I don't believe the City will be particularly receptive to that because it looks like their project is already underfunded. (2) I'd like to be able to offer the Port a cooperative project with the Port and the Highway Division each funding half of the $65,000 project. The third alternative is to place the intersection on the statewide list of warranted signals and let it take its place in line for traffic signal funding.

As I mentioned above, I'd prefer to go to the Port with a solution that I know will get the signal in place and that is the Port/State co-op funded project. Please advise your wishes. OK

NOTED
W. E. SCHWARTZ

HSC
cy Hardt 1/31

ELH/cp

Should we let Ed spend some of the added Betterment funds for this? — In essence Alt. 2 ?

OK #2

RECEIVED
STAT HWY ENGR
JAN ~~25~~ 27 '84
REFER TO ~~Schwartz~~
FOR

Info	Inves	R/D	D/R	Sign	Act	File

125-1367

Scott - This is the type of project that we asked for in the $25M discretionary portion of the $20M maintenance program. I think we should let Ed go ahead with the project if this is a high priority item for him.

WGS

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Region 1

TRAFFIC SIGNAL WARRANT COMPARISON*

Highway Name Swift Hwy #120 Cross Street Rivergate Access City Portland

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	533	552	618	645	676	910	795	625
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	79	106	133	116	103	149	217	149
Hourly Pedestrian volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	1	0	0	0	0	0	0	0

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	350		8
Minor Street	105		6
2. Interruption of Continuous Traffic:			
Major Street	525		8
Minor Street	52		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		8
Pedestrian Volume	105		0
4. Accident Experience:			
Preventable Accidents (last 12 Months)		1	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		—	
Minimum Warrant		800	

Date of Traffic Count 12/12,13/83

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ☐ standard warrants used.
☑ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

STATE OF OREGON **INTEROFFICE MEMO**

TO: EDWARD L. HARDT
Metro Region Engineer

DATE: January 13, 1984

FROM: RONALD W. FAILMEZGER, Region
Traffic Operations Supervisor

SUBJECT: TRAFFIC SIGNAL INVESTIGATION
SWIFT HIGHWAY (N. PORTLAND RD.) @
MARINE DR. (RIVERGATE ACCESS)
Hwy. No. 120
M.P. 1.07
City of Portland

TOS SM-1 SM-2
TT
ATCS
TT
TT

You asked that I make the initial investigation for needed improvements at the subject location in response to the Port of Portland's request of November 30, 1983.

The existing physical conditions are shown on the attached plan with the exception that the left turn lane was never striped as shown on the plan. The widening was done and there is a widened median striped area but no left turn bay striped. The traffic uses this area for left turns however. Also, the striping for right turn movements is not striped in the field. The sight distance from the normal stop position is in excess of 1,000 feet north. The overcrossing structure to the north does not block sight distance as stated in the Port's letter. There are advance 30" Side Road symbol warning signs for this intersection.

Attached you will find a 14-hour manual vehicle turning movement count as factored to 24 hours taken December 12 and 13, 1983. This traffic count data shows that the Interruption of Continuous Traffic Warrant, based on the 70% of the standard warrants, is met. The major turning movement~~s~~ to and from the industrial park is from the north. There is, as expected, a high use of trucks at this intersection.

Attached you will find a collision diagram showing the reported accidents for the period from January 1, 1979 to August 31, 1983. The permit for this driveway access was issued in 1974. I'm not sure when the final construction was completed. The two reported accidents during this period were of a type preventable by signalization. One of them was within the last 12 months and that one involved two trucks.

As a result of this investigation it is found that traffic signal warrants are met and, if funding is available, should be installed. The left turn area on the Swift Highway should be restriped to accommodate the left turn movement in a standard manner.

RWF/gw/x

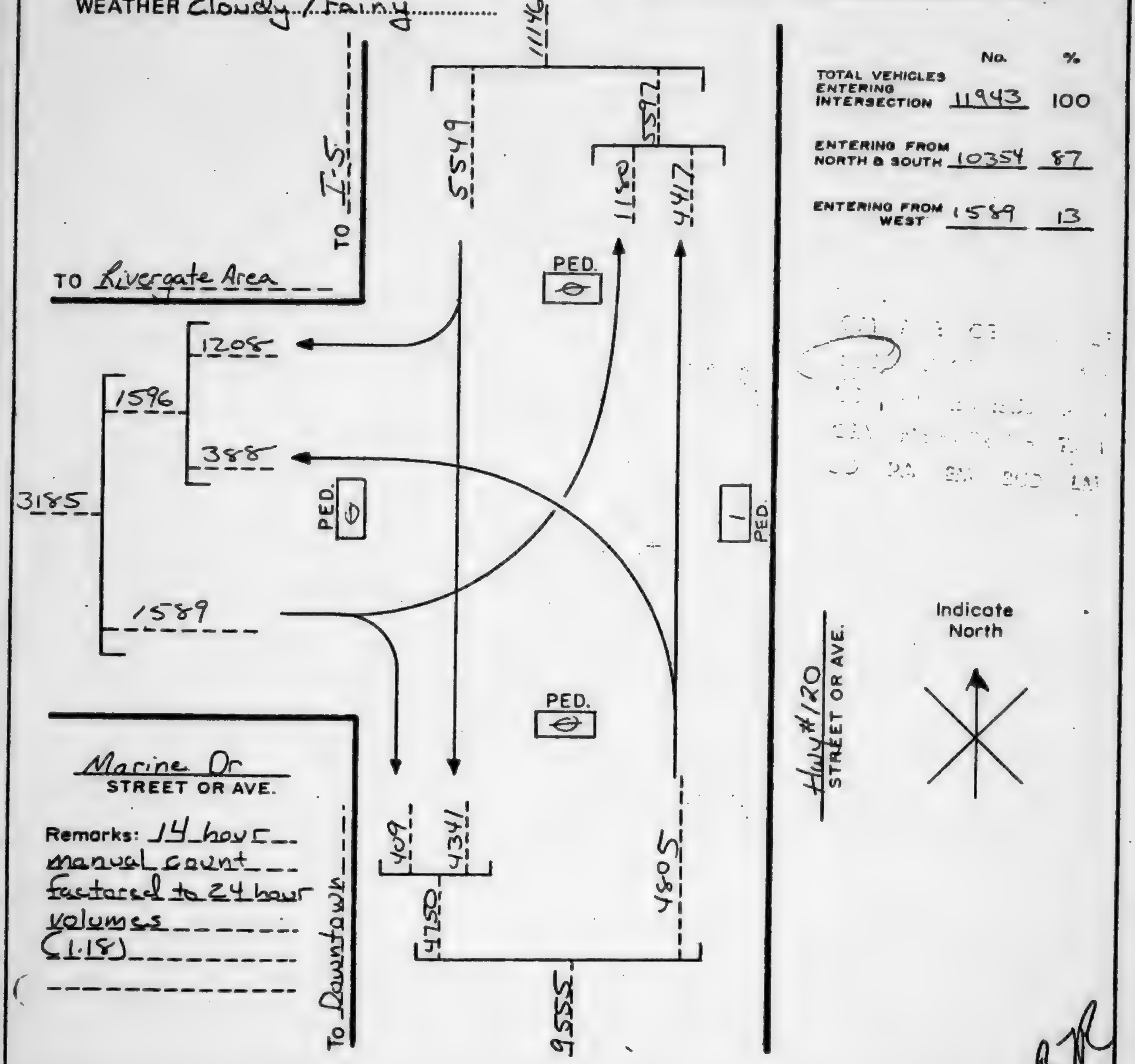
OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 12-12(AM) & 13(PM)-1983
DAY OF WEEK Monday & Tuesday
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6A to 8P
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6A to 8P
WEATHER Cloudy/rainy

CITY OR COUNTY Portland-North (Mult. Co.)
INTERSECTION OF Swift Hwy #120 (N. Portland Rd.) & N. Marine Dr. (W. to Rivergate area)
MILE POST 1.87
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11943	100
ENTERING FROM NORTH & SOUTH	10354	87
ENTERING FROM WEST	1589	13


11146
5549
5592
1175
4417
TO I-5
TO Rivergate Area
PED.
1208
1596
388
3185
PED.
1589
PED.
1
PED.
409
4341
4750
4805
9555
To Downtown
Hwy #120
STREET OR AVE.
Indicate North

Marine Dr
STREET OR AVE.

Remarks: 14 hour manual count factored to 24 hour volumes (1.18)

BJR

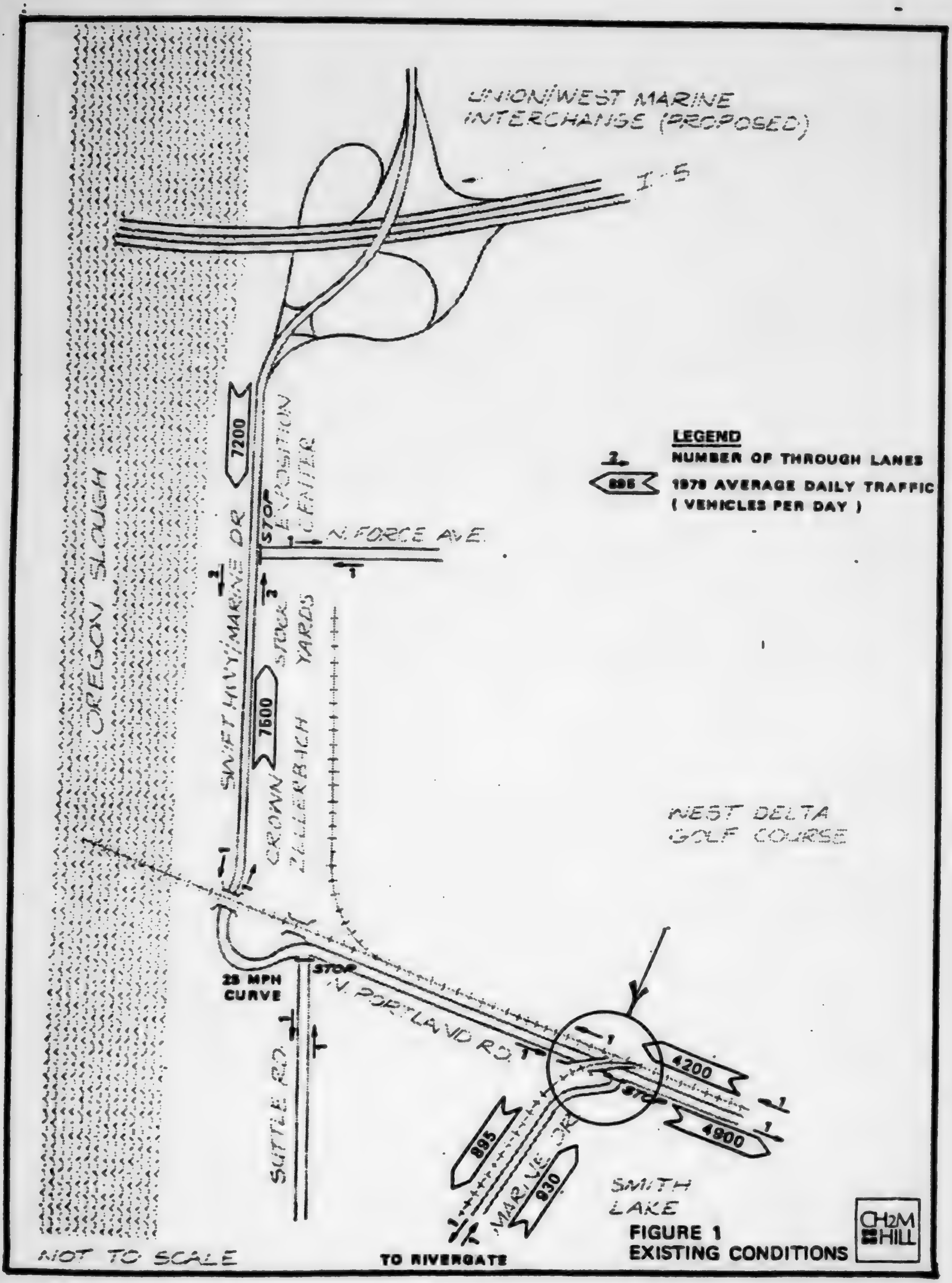
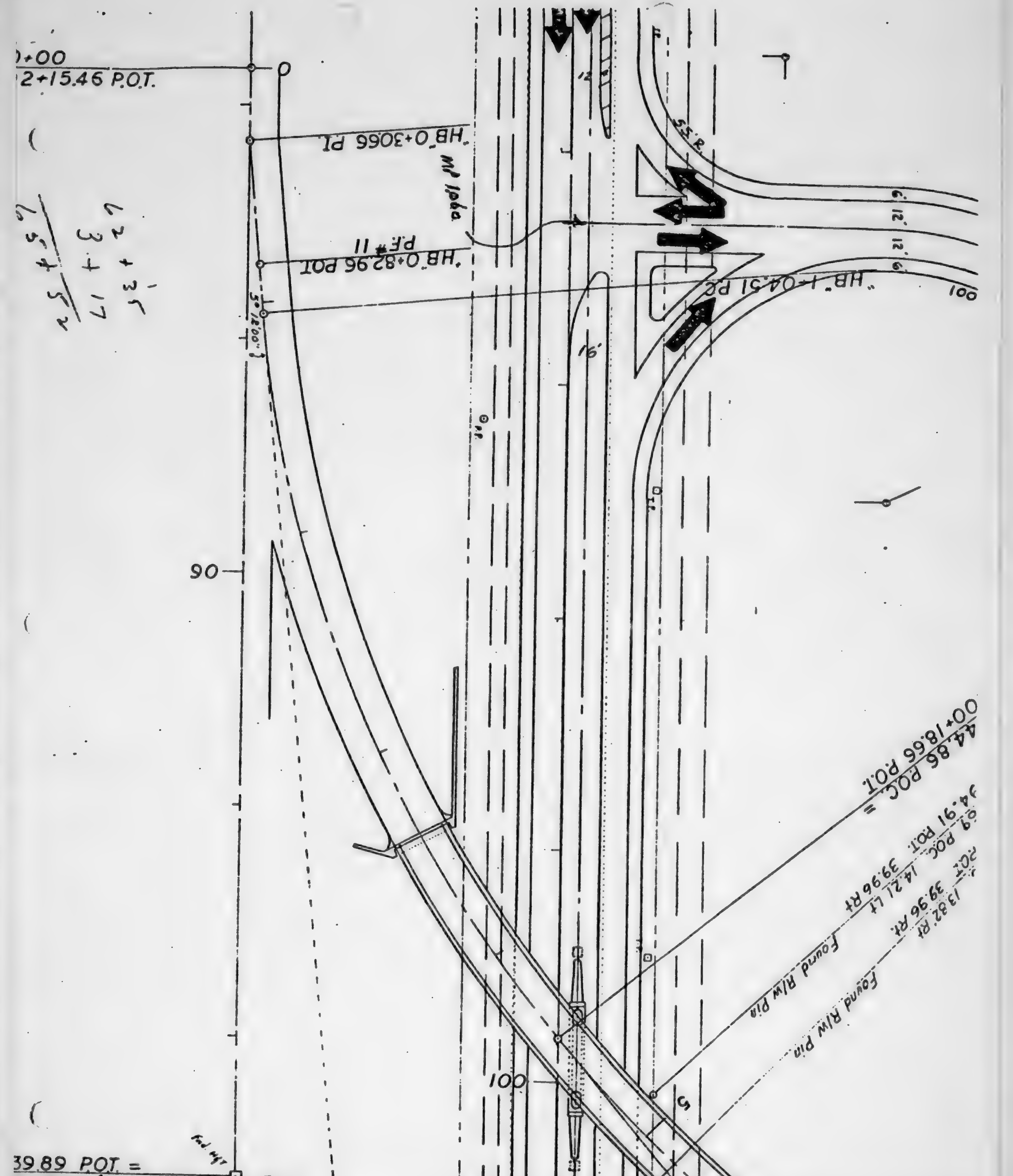

UNION/WEST MARINE
INTERCHANGE (PROPOSED)
I-5
OREGON SLOUGH
7200
EXPOSITION CENTER
STOP
N. FORCE AVE.
SWIFT HWY/MARINE DR.
2
2
1
1
CROWN ZELLERBACH
STOCK YARDS
7600
LEGEND
2 NUMBER OF THROUGH LANES
895 1979 AVERAGE DAILY TRAFFIC
(VEHICLES PER DAY)
WEST DELTA
GOLF COURSE
1
1
25 MPH
CURVE
STOP
N. PORTLAND RD.
SUTTLE RD.
1
1
1
4200
STOP
1
1
4900
895
MARINE DR.
930
1
1
SMITH
LAKE
NOT TO SCALE
TO RIVERGATE
CH2M HILL

FIGURE 1
EXISTING CONDITIONS


0+00
2+15.46 P.O.T.
"HB" 0+30.66 P.I.
M.P. 10ba
P.E.# 11
"HB" 0+82.96 P.O.T.
"HB" 1+04.51 P.C.
5° 12' 00"
55' R
12'
6'
12'
12'
6'
100
15'
90
100
00+18.66 P.O.T. =
44.86 P.O.C.
94.91 P.O.T. 39.96 Rt
0.9 P.O.C. 14.21 Lt
P.O.T. 39.96 Rt.
13.82 Rt
Found R/W Pin
Found R/W Pin
39.89 P.O.T. =
77 P.O.T. (133.50' Lt)
Fnd. H&T
PI
Fnd. H&T

Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

TS
US
CSA Metro Region
PA

November 30, 1983

Edward L. Hardt
Metro Region Engineer
Department of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Dear Sir:

The Port of Portland requests the assistance of the Department of Transportation in investigating the need for signalization at the intersection of N. Marine Drive and Swift Highway/North Portland Road at the entrance to the Rivergate Industrial District (circled on the attached map).

Sight distance is limited due to the adjacent railroad overcrossing on N. Portland Road. As this intersection provides the present sole access to the Port's major marine terminal, there is a high volume of truck traffic in the area throughout the day. The attached letter from Neal R. Millspaugh, Secretary of International Longshoremen's and Warehousemen's Union, Local No. 8, emphasizes the problems for both trucks and automobiles attempting to get across this intersection.

The attached map shows 1979 traffic conditions in this area. Due to completion of an expansion of Terminal 6 and construction of other industrial plants and warehouses in Rivergate, traffic levels have increased significantly over these levels. We have asked the City to take traffic counts and do an accident profile at that intersection. We should have this information, which we will forward to you, within 2 to 3 weeks.

The Columbia Slough bridge connecting North and South Rivergate is currently under construction. The Port has also approved an Interagency Agreement whereby the City of Portland will commit Interstate Transfer money for completing a stretch of approach roads to this bridge. The total project is expected to be completed by November 1984. Upon completion of this project, traffic from South Rivergate, as well as the St. John's district in general, is expected to use this crossing to reach Interstate 5, again increasing traffic volumes at this intersection.

The Marine Drive project which will improve Marine Drive from Interstate 5 to Rivergate will eventually construct an improved roadway connection into Rivergate. This project is not expected to be completed before 1988. A signal and perhaps some modified lane striping on both Marine Drive and Swift Highway/North Portland Road to accommodate increasing traffic appears to be necessary in the interim.

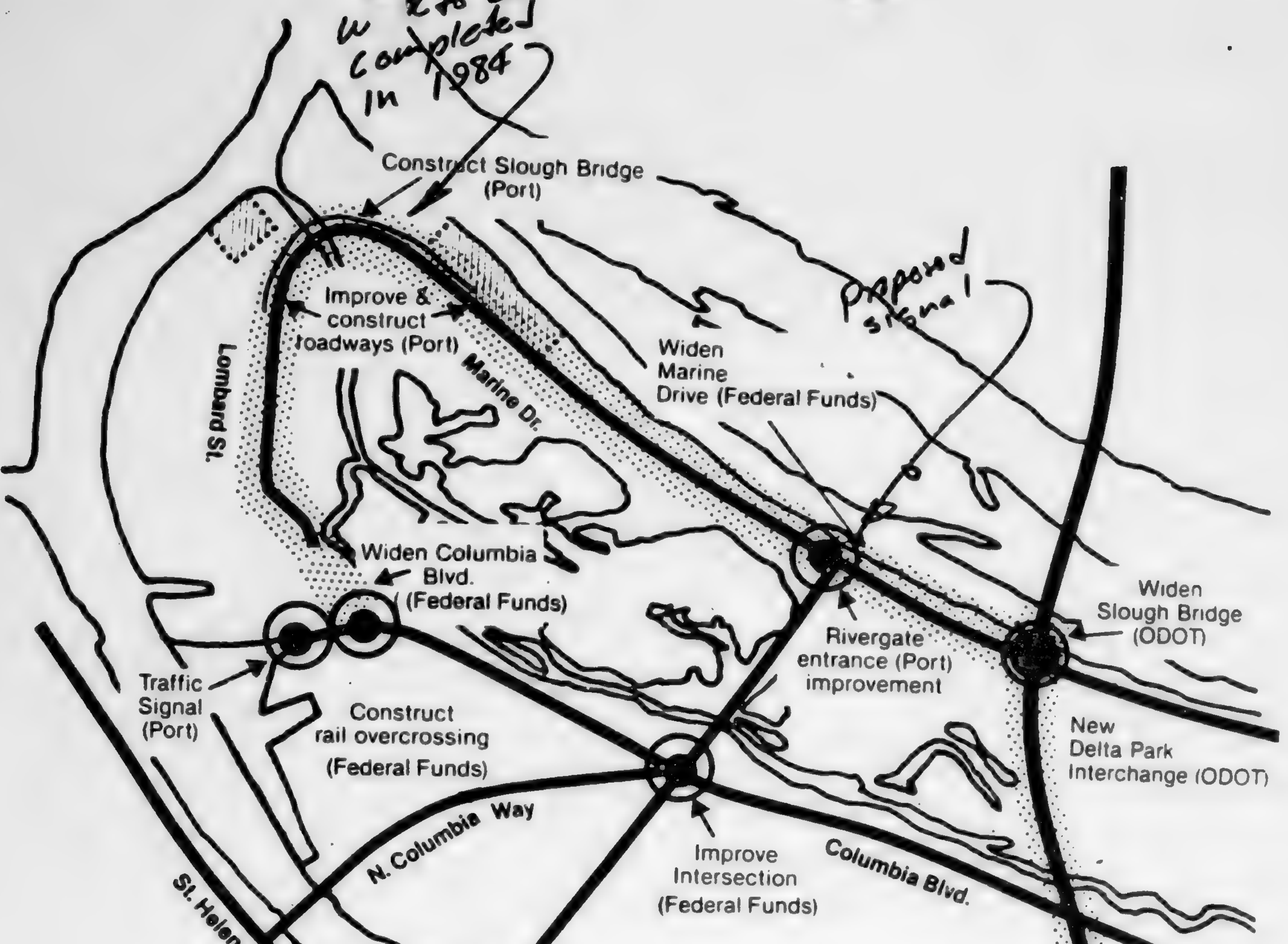
Thank you for your assistance in this matter.

Sincerely,

William N. Bach, Manager
Land Development

Attachments

03L270


Construct Slough Bridge (Port)
Improve & construct roadways (Port)
Lombard St.
Marine Dr.
Widen Marine Drive (Federal Funds)
Widen Columbia Blvd. (Federal Funds)
Traffic Signal (Port)
Construct rail overcrossing (Federal Funds)
Rivergate entrance (Port) improvement
Widen Slough Bridge (ODOT)
New Delta Park Interchange (ODOT)
N. Columbia Way
Improve Intersection (Federal Funds)
Columbia Blvd.
St. Helens Rd.
Widen St. Helens (Federal Funds)
I-5 TSM (ODOT)
I-5
I-505 replacement (ODOT)
Widen Front Street (Federal Funds)
Yeon-Front overcrossing (ODOT)
Front Ave.
EXISTING ROADWAY
ROADWAY IMPROVEMENT
INTERSECTION IMPROVEMENT

work to be completed in 1984

Proposed signal

PLANNED ROADWAY IMPROVEMENTS

ODOT (Oregon Department of Transportation)

Marine Terminals Master Plan
FIGURE 14

7771

84-33

STATE OF OREGON **INTEROFFICE MEMO**

TO: GARY POTTER, Manager
Program Section

DATE: March 21, 1984

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: N. Portland Rd. @ Rivergate Access
Swift Highway

Here is our programming packet for installation of a traffic signal on N. Portland Road (Swift Highway) at the Rivergate Access Road (also referred to as "N. Marine Drive"). As the enclosed correspondence indicates, the State and the Port of Portland propose to enter into a cooperative agreement to share equally in the project cost.

The Metro Environmental Unit has identified this project as a Statewide Categorical Exclusion.

We have made estimates for the Region functions on the enclosed Survey Authority. The Location Section should add estimates for the Salem offices.

TAS:KLB:po

cc: Frank Terpin
Jim McClure
Curt Duval
Tom Schwab
Jef Kaiser
Karen Bunk

Attachments

NOTED
BOB DORAN

cc: FED AID
LOC
PCS

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

84-33

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02377

SECTION: Swift Hwy. @ Rivergate Access

REGION: Metro Region

STATE HIGHWAY # 120	HIGHWAY NAME Swift		MILE POST FROM 1.041 TO	LENGTH
URBAN ☐ RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME	
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Port of Portland		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$	GRADING	(✓)		FILES	(#)	0
RIGHT OF WAY		$	PAVING	(✓)		ACRES	(#)	0
ROADWAY	$		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 65.0		SIGNALS	(✓)	X	PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	0
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	0
40% ENGINEERING & CONTINGENCIES	$		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$	WORK TYPE	(1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/85	RECOMMENDED FUNDING SOURCE State & Local	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	11,000	20,000
YEAR OF AVERAGE DAILY TRAFFIC	1983	2000

DEFINE THE PROBLEM

Increased traffic, particularly heavy trucks along Marine Drive and the Port access, is creating problems for trucks leaving the site.

PROPOSED SOLUTION

Install a traffic signal on N. Portland Rd at the Rivergate Access Road.

REQUESTED, REGION ENGINEER X Edward T Hardt	DATE 3/22/84
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS,** whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.) 84-33

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02377

SECTION Swift Hwy. @ Rivergate Access

REGION Metro Region

PROJECT JUSTIFICATION

Improve access and safety to and from Rivergate Terminal.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

84-33

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02377

SECTION Swift Hwy. @ Rivergate Access

REGION Metro Region

ER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N		
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S		
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#)	0	NEW (#)	1
						UTILITIES		(LIST BELOW)			

COMPANIES
Pacific N.W. Bell
Portland General Electric

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED

DESIGN STANDARDS

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
								SAME								

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

84-33

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02377

SECTION Swift Hwy. @ Rivergate Access

REGION Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO.

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 3,500	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	600	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	0	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	0		950 TRAINING	0	
910 REGION GEOLOGIST	0		924 D.O.T.			955 R/W RELOC. ASSISTANCE	0	
911 TRAFFIC SECTION			925 AIR MONITORING	0		960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING		
3 RIGHT-OF-WAY LIAISON	0		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	0		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

State to prepare intersection vicinity map and do PS & E.

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________
FOR ________

orig
PCS
3-26-84
BKB

PREPARED BY Curtis H. Ouye	DATE 3-21-84	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED. REGION ENGINEER X Edward L. Hardt	DATE 3/22/84	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED. LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

OM [✓ MRE] OS [illegible] CE
[illegible] AB
[illegible]
[illegible] Metro Region TAM
[illegible] PA EM BUD LM

February 9, 1984

Edward L. Hardt
Metro Region Engineer
Oregon Department of Transportation
9002 S.E. McLoughlin Boulevard
Milwaukie, OR 97222

JUN IS INITIATING AGREEMENT
Ted

PROPOSED TRAFFIC SIGNAL - N. MARINE DRIVE AND SWIFT HIGHWAY INTERSECTION

In response to your letter of February 3, I appreciate the thoroughness of your traffic investigation and am encouraged by the results. I would like to pursue your proposal for a cooperative project with the State Highway Division, with the cost of signalization shared equally between the State and the Port. This appears to be the most expedient way to ease present and near future traffic problems at this important intersection.

It would seem most effective for your staff to draft a proposed interagency agreement using your standard format. I will take this agreement to the Port Commission for approval, perhaps as early as the March meeting on the 14th. Please let me know within the next week if this process is satisfactory. Again, thank you for your assistance.

William N. Bach, Manager
Land Development

06B130

Offices also in Pasco, Washington, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, London

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

February 3, 1984

In Reply Refer To
File No.:

William Bach, Manager
Land Development
Port of Portland
Box 3529
Portland, OR 97208

On November 30, 1983, you wrote with a request that the Highway Division look into providing a traffic signal at the intersection of N. Marine Drive and Swift Highway, at the entrance to the Rivergate Industrial District. I apologize for not answering you sooner, but in the intervening time we have done a complete traffic investigation of the intersection, and I now have some positive results to discuss with you.

Our accident investigation indicates that the signal is warranted according to standards developed at the national level for uniformity of installation of signals. Normally when this occurs, a warranted signal is then placed on our list of signals statewide for ultimate funding. Unfortunately, at this particular time there are at least 64 signals estimated to cost $4,360,000 ahead of this intersection, so it would be some time before it was approved for funding.

Short of waiting a number of years for normal funding, I have two possible solutions to offer you. One, since the City of Portland has an authorization of freeway transfer money set up for the ultimate improvement of the highway from Marine Drive to I-5, it might be possible to have the City allocate the $65,000 needed for the signal installation. The actual allocation would be $55,250 of federal money and $9,750 of local match for the project (85/15 match ratio). The local funding would have to be provided by either the City of Portland or the Port of Portland.

The other alternative would be to enter into a cooperative project, with the Port of Portland and the State Highway Division sharing equally in the $65,000 cost. I am authorized by the State Highway Engineer to make you such an offer, and, if approved, would lead to installation of the signal in about 9 to 12 months. If the Port is interested in this type of a project, let me know and we can begin the development of an agreement.

EDWARD L. HARDT
Metro Region Engineer
cc Geoff Larkin w/attachments
Marty Nizlek "

bc H. S. Coulter
Bob Bothman
Gary Potter w/attachment
Bud George "

734-1850

Ptld.

STATE OF OREGON **INTEROFFICE MEMO**

TO: SCOTT COULTER
State Highway Engineer

DATE: January 24, 1984

FROM: EDWARD L. HARDT Edward L Hardt
Metro Region Engineer

NOTED
H. S. COULTER

SUBJECT: REQUEST FOR TRAFFIC SIGNAL
SWIFT HIGHWAY AT RIVERGATE ACCESS

Attached is a copy of a November 30, 1983 letter from the Port of Portland requesting our consideration of the installation of a traffic signal at the Rivergate access (Marine Drive) from the Swift Highway. Also attached is an investigation report by Ron Failmezger dated January 13 which indicates that a traffic signal is warranted at this location. Although not mentioned in Ron's report, the cost would be $65,000. We've also investigated the possibility of a Title II safety project, however, the amount of money that could be generated, using Title II funds, would be only about $10,000.

The Port of Portland's letter indicates a Columbia Slough bridge and connecting roads, presently being built, which are expected to be completed by November of 1984. I've attached a sketch map showing how this road fits into the location for the proposed signal. Incidentally, the statement in the Port's letter that they don't expect the improvement between Marine Drive and I-5 to be done before 1988 is correct---that is a project just now starting which will require a full environmental impact report, considerable right-of-way acquisition, and I would expect it will take six to eight years before completed.

As discussed briefly on the phone, I would like to answer the Port of Portland with two proposals: (1) That they approach the City of Portland to determine if the $65,000 can be appropriated from the E4 money presently set up for the improvement between Rivergate and I-5. Incidentally, I don't believe the City will be particularly receptive to that because it looks like their project is already underfunded. (2) I'd like to be able to offer the Port a cooperative project with the Port and the Highway Division each funding half of the $65,000 project. The third alternative is to place the intersection on the statewide list of warranted signals and let it take its place in line for traffic signal funding.

As I mentioned above, I'd prefer to go to the Port with a solution that I know will get the signal in place and that is the Port/State co-op funded project. Please advise your wishes. OK

NOTED
W. E. SCHWARTZ

HSC
cy Hardt 1/31

ELH/cp

RECEIVED
STAT HWY ENGR
~~25~~ 27
JAN '84
REFER TO ~~Schwartz~~
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Should we let Ed spend some of the added Settlement funds for this? — In essence Alt. 2?

OK #2

-125-1387

Scott - This is the type of project that we asked for in the $25M discretionary portion of the $20M maintenance program. I think we should let Ed go ahead with the project if this is a high priority item for him.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Region 1

TRAFFIC SIGNAL WARRANT COMPARISON*

Highway Name Swift Hwy #120 Cross Street Rivergate Access City Portland

Hourly Volumes on Major Street - Any 8 Hrs. (Total of both approaches)	533	552	618	645	676	910	795	625
Hourly Minor Street Volumes - Same 8 Hrs. (Highest hourly volumes from either approach)	79	106	133	116	103	149	217	149
Hourly Pedestrian volumes Across Major Street - Same 8 Hrs. (Highest volume crosswalk)	1	0	0	0	0	0	0	0

	Minimum Volume Warrant**		Number of Hours Warrant is Met (8 required)
1. Minimum Vehicular Volume:			
Major Street	350		8
Minor Street	105		6
2. Interruption of Continuous Traffic:			
Major Street	525		8
Minor Street	52		8
3. Minimum Pedestrian Volume:			
Vehicular Volume (Major Street)	420		8
Pedestrian Volume	105		0
4. Accident Experience:			
Preventable Accidents (last 12 Months)		1	
Minimum Warrant		5	
5. Systems Warrant:			
Entering Volume (Weekday peak hour)		—	
Minimum Warrant		800	

Date of Traffic Count 12/12,13/83

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways, 1971 edition.

** ____ standard warrants used.
✓ 70% of standard warrants used due to 85 percentile speed in excess of 40 MPH or isolated community with population less than 10,000.

STATE OF OREGON **INTEROFFICE MEMO**

TO: EDWARD L. HARDT
Metro Region Engineer

DATE: January 13, 1984

FROM: RONALD W. FAILMEZGER, Region
Traffic Operations Supervisor

SUBJECT: TRAFFIC SIGNAL INVESTIGATION
SWIFT HIGHWAY (N. PORTLAND RD.) @
MARINE DR. (RIVERGATE ACCESS)
Hwy. No. 120
M.P. 1.07
City of Portland

TOS SM-1 SM-2
ATCS TT

You asked that I make the initial investigation for needed improvements at the subject location in response to the Port of Portland's request of November 30, 1983.

The existing physical conditions are shown on the attached plan with the exception that the left turn lane was never striped as shown on the plan. The widening was done and there is a widened median striped area but no left turn bay striped. The traffic uses this area for left turns however. Also, the striping for right turn movements is not striped in the field. The sight distance from the normal stop position is in excess of 1,000 feet north. The overcrossing structure to the north does not block sight distance as stated in the Port's letter. There are advance 30" Side Road symbol warning signs for this intersection.

Attached you will find a 14-hour manual vehicle turning movement count as factored to 24 hours taken December 12 and 13, 1983. This traffic count data shows that the Interruption of Continuous Traffic Warrant, based on the 70% of the standard warrants, is met. The major turning movement~~s~~ to and from the industrial park is from the north. There is, as expected, a high use of trucks at this intersection.

Attached you will find a collision diagram showing the reported accidents for the period from January 1, 1979 to August 31, 1983. The permit for this driveway access was issued in 1974. I'm not sure when the final construction was completed. The two reported accidents during this period were of a type preventable by signalization. One of them was within the last 12 months and that one involved two trucks.

As a result of this investigation it is found that traffic signal warrants are met and, if funding is available, should be installed. The left turn area on the Swift Highway should be restriped to accommodate the left turn movement in a standard manner.

RWF/gw/x

81-125-1387

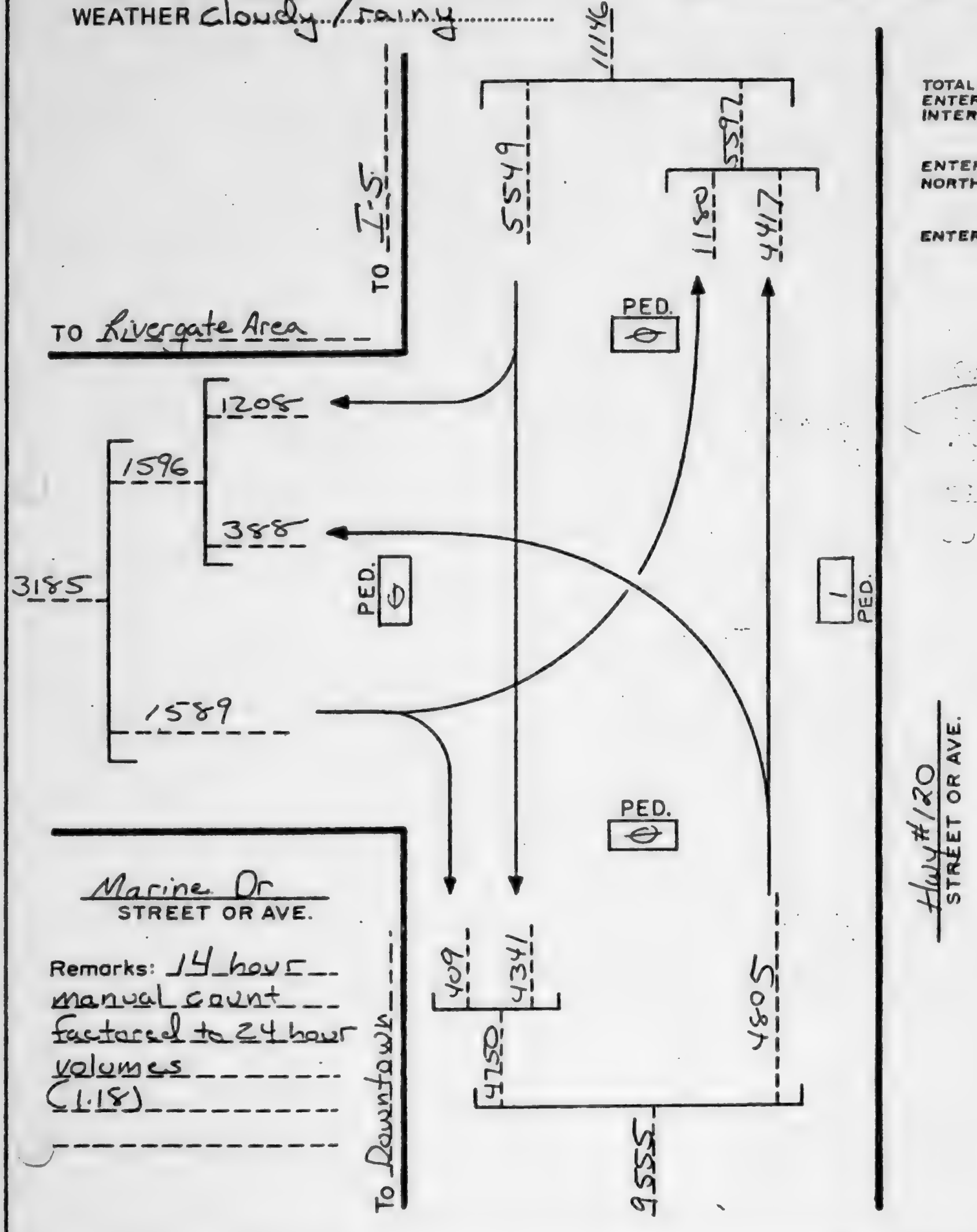
REGON STATE HIGHWAY DIVISI
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 12-12 (AM) & 13 (PM) - 1983
DAY OF WEEK Monday & Tuesday
ACTUAL COUNT (VEH.) 14 HRS.
HOURS COUNTED 6A to 8P
PEDESTRIAN COUNT 14 HRS.
HOURS COUNTED 6A to 8P
WEATHER Cloudy / rainy

CITY OR COUNTY Portland - North (Mult. Co.)
INTERSECTION OF Swift Hwy #120
(N. Portland Rd.) & N. Marine Dr.
(W. to Rivergate area)
MILE POST 1.07
CLASSIFICATION All Vehicles

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11943	100
ENTERING FROM NORTH & SOUTH	10354	87
ENTERING FROM WEST	1589	13


11146
5549
5592
1180
4417
TO I-5
TO Rivergate Area
PED. 0
1208
1596
388
3185
PED. 0
PED. 1
1589
PED. 0
409
4341
4750
4805
9555
To Downtown
Hwy #120
STREET OR AVE.

Marine Dr
STREET OR AVE.

Remarks: 14 hour manual count factored to 24 hour volumes (1.18)

Indicate North

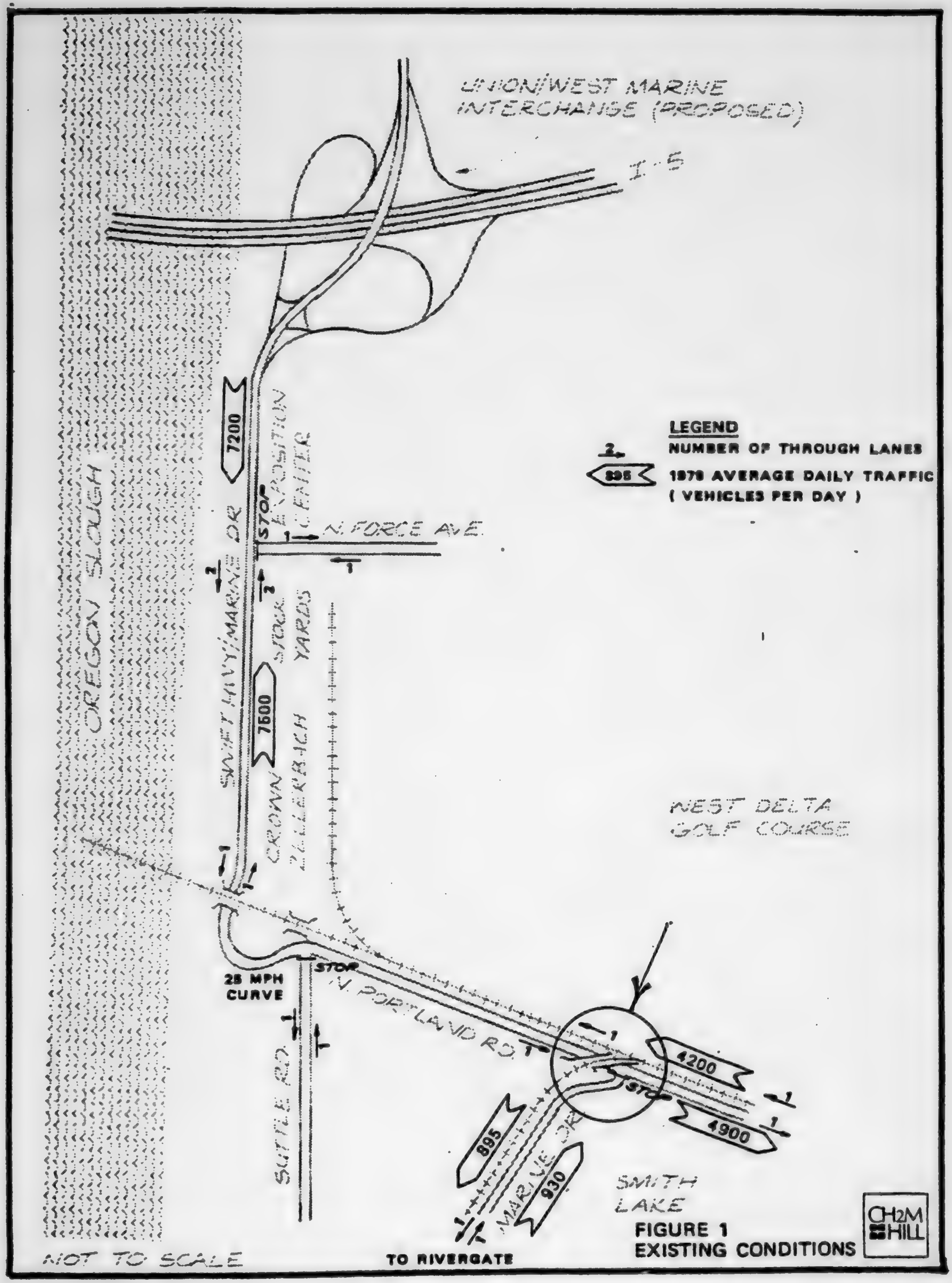
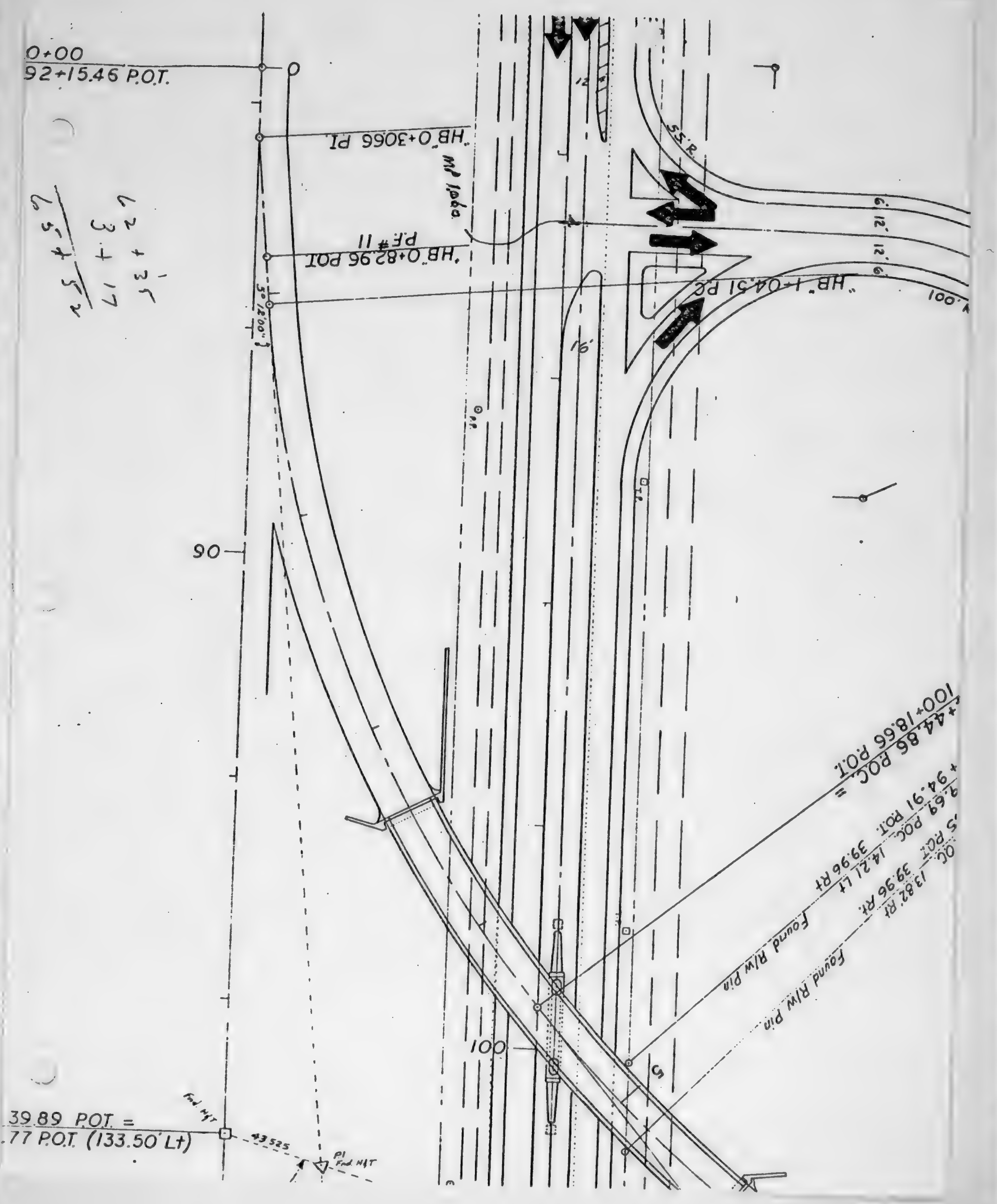

UNION/WEST MARINE
INTERCHANGE (PROPOSED)
I-5
OREGON SLOUGH
7200
EXPOSITION CENTER
STOP
N. FORCE AVE.
1
2
SWIFT HWY/MARINE DR
7600
CROWN ZELLERBACH
STOCK YARDS
WEST DELTA
GOLF COURSE
LEGEND
2
NUMBER OF THROUGH LANES
895
1979 AVERAGE DAILY TRAFFIC
(VEHICLES PER DAY)
25 MPH
CURVE
STOP
N. PORTLAND RD.
SUTTLE RD.
4200
4900
895
930
MARINE DR
SMITH
LAKE
TO RIVERGATE
NOT TO SCALE
CH2M HILL

FIGURE 1
EXISTING CONDITIONS


0+00
92+15.46 P.O.T.
"HB" 0+3066 PI
"HB" 0+82.96 POT
P.E.# 11
"HB" 1+04.51 PC
55' R
12'
6' 12' 12' 6'
100' R
16'
90
100
100+18.66 P.O.T.
+44.86 P.O.C. =
+94.91 P.O.T. 39.96' Rt
9.69 P.O.C. 14.21 Lt
.5 P.O.T. 39.96' Rt.
.O.C. 13.82' Rt.
Found R/W Pin
Found R/W Pin
39.89 P.O.T. =
.77 P.O.T. (133.50' Lt)
Fnd M&T
43.525
PI Fnd M&T

Port of Portland

Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

[illegible] HJ [illegible]
TTS [illegible]
US [illegible]
CSA Metro Region [illegible]
[illegible] PA EA [illegible]

November 30, 1983

Edward L. Hardt
Metro Region Engineer
Department of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

Dear Sir:

The Port of Portland requests the assistance of the Department of Transportation in investigating the need for signalization at the intersection of N. Marine Drive and Swift Highway/North Portland Road at the entrance to the Rivergate Industrial District (circled on the attached map).

Sight distance is limited due to the adjacent railroad overcrossing on N. Portland Road. As this intersection provides the present sole access to the Port's major marine terminal, there is a high volume of truck traffic in the area throughout the day. The attached letter from Neal R. Millspaugh, Secretary of International Longshoremen's and Warehousemen's Union, Local No. 8, emphasizes the problems for both trucks and automobiles attempting to get across this intersection.

The attached map shows 1979 traffic conditions in this area. Due to completion of an expansion of Terminal 6 and construction of other industrial plants and warehouses in Rivergate, traffic levels have increased significantly over these levels. We have asked the City to take traffic counts and do an accident profile at that intersection. We should have this information, which we will forward to you, within 2 to 3 weeks.

The Columbia Slough bridge connecting North and South Rivergate is currently under construction. The Port has also approved an Interagency Agreement whereby the City of Portland will commit Interstate Transfer money for completing a stretch of approach roads to this bridge. The total project is expected to be completed by November 1984. Upon completion of this project, traffic from South Rivergate, as well as the St. John's district in general, is expected to use this crossing to reach Interstate 5, again increasing traffic volumes at this intersection.

The Marine Drive project which will improve Marine Drive from Interstate 5 to Rivergate will eventually construct an improved roadway connection into Rivergate. This project is not expected to be completed before 1988. A signal and perhaps some modified lane striping on both Marine Drive and Swift Highway/North Portland Road to accommodate increasing traffic appears to be necessary in the interim.

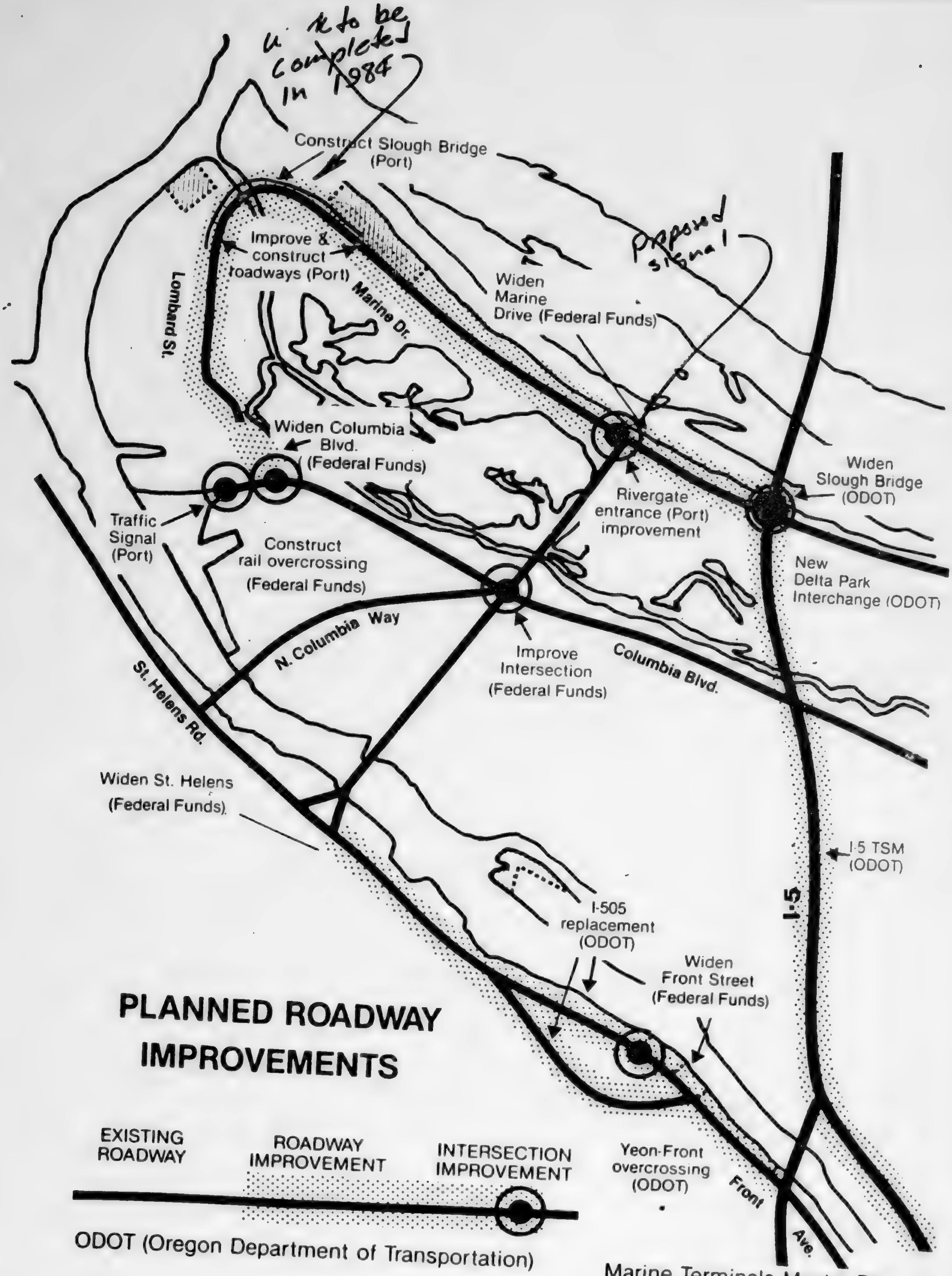
Thank you for your assistance in this matter.

Sincerely,

William N. Bach, Manager
Land Development

Attachments

03L270



PLANNED ROADWAY IMPROVEMENTS
u' k to be completed in 1984
Construct Slough Bridge (Port)
Proposed signal
Improve & construct roadways (Port)
Lombard St.
Marine Dr.
Widen Marine Drive (Federal Funds)
Widen Columbia Blvd. (Federal Funds)
Rivergate entrance (Port) improvement
Widen Slough Bridge (ODOT)
Traffic Signal (Port)
Construct rail overcrossing (Federal Funds)
New Delta Park Interchange (ODOT)
N. Columbia Way
Improve Intersection (Federal Funds)
Columbia Blvd.
St. Helens Rd.
Widen St. Helens (Federal Funds)
I-5 TSM (ODOT)
I-5
I-505 replacement (ODOT)
Widen Front Street (Federal Funds)
Yeon-Front overcrossing (ODOT)
Front Ave.
EXISTING ROADWAY
ROADWAY IMPROVEMENT
INTERSECTION IMPROVEMENT
ODOT (Oregon Department of Transportation)

Marine Terminals Master Plan
FIGURE 14

9971

OREGON STATE HIGHWAY DEPARTMENT

SUBJECT: N. Marine Dr. @ Swift Hwy Signal

DATE: 2-10-84

TO: Gary Potter

FROM: Jon Rose

The attached correspondence describes a proposed 3-phase signal installation on the Swift Highway at N. Marine Drive with costs to be shared equally by the State and the Port of Portland. A preliminary estimate of P.E. cost is $10,000 which would require an advance deposit from the Port of $5,000. Please prepare an agreement as appropriate.

The City of Portland is responsible for Marine Drive and should be a party to the agreement, since utilities, maintenance and power need to be identified.

If you have questions, please call.

Jon Rose

(SIGNATURE)

PLEASE REPLY HERE

Rec'ed 3/23/84
Ed M.

3/26/84

Not as memo & dated
2/23/84

CC: ______ ______ (SIGNATURE) ______ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

Port of Portland
Box 3529 Portland, Oregon 97208
503/231-5000
TWX: 910-464-6151

M

February 9, 1984

Edward L. Hardt
Metro Region Engineer
Oregon Department of Transportation
9002 S.E. McLoughlin Boulevard
Milwaukie, OR 97222

JON IS INITIATING
AGREEMENT
Ted

PROPOSED TRAFFIC SIGNAL - N. MARINE DRIVE
AND SWIFT HIGHWAY INTERSECTION

In response to your letter of February 3, I appreciate the thoroughness of your traffic investigation and am encouraged by the results. I would like to pursue your proposal for a cooperative project with the State Highway Division, with the cost of signalization shared equally between the State and the Port. This appears to be the most expedient way to ease present and near future traffic problems at this important intersection.

It would seem most effective for your staff to draft a proposed interagency agreement using your standard format. I will take this agreement to the Port Commission for approval, perhaps as early as the March meeting on the 14th. Please let me know within the next week if this process is satisfactory. Again, thank you for your assistance.

William N. Bach, Manager
Land Development

06B130

Offices also in Pasco, Washington, Chicago, Illinois, New York, N.Y., Washington, D.C., Hong Kong, Manila, Seoul, Singapore, Sydney, Taipei, Tokyo, London

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

February 3, 1984

In Reply Refer To
File No.:

William Bach, Manager
Land Development
Port of Portland
Box 3529
Portland, OR 97208

On November 30, 1983, you wrote with a request that the Highway Division look into providing a traffic signal at the intersection of N. Marine Drive and Swift Highway, at the entrance to the Rivergate Industrial District. I apologize for not answering you sooner, but in the intervening time we have done a complete traffic investigation of the intersection, and I now have some positive results to discuss with you.

Our accident investigation indicates that the signal is warranted according to standards developed at the national level for uniformity of installation of signals. Normally when this occurs, a warranted signal is then placed on our list of signals statewide for ultimate funding. Unfortunately, at this particular time there are at least 64 signals estimated to cost $4,360,000 ahead of this intersection, so it would be some time before it was approved for funding.

Short of waiting a number of years for normal funding, I have two possible solutions to offer you. One, since the City of Portland has an authorization of freeway transfer money set up for the ultimate improvement of the highway from Marine Drive to I-5, it might be possible to have the City allocate the $65,000 needed for the signal installation. The actual allocation would be $55,250 of federal money and $9,750 of local match for the project (85/15 match ratio). The local funding would have to be provided by either the City of Portland or the Port of Portland.

The other alternative would be to enter into a cooperative project, with the Port of Portland and the State Highway Division sharing equally in the $65,000 cost. I am authorized by the State Highway Engineer to make you such an offer, and, if approved, would lead to installation of the signal in about 9 to 12 months. If the Port is interested in this type of a project, let me know and we can begin the development of an agreement.

EDWARD L. HARDT
Metro Region Engineer
cc Geoff Larkin w/attachments
Marty Nizlak "

bc H. S. Coulter
Bob Bothman
Gary Potter w/attachment
Bud George "

734-1850

1985 Clover Lane-Neil Cr. Road 9972
Sec, Green Springs Hwy. at Ashland
(paving)

January 30, 1986

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

CON 5
#9972

Contract No. 9972 awarded to Tru-Mix Construction Company for paving on the Clover Lane-Neil Creek Road Section of the Green Springs Highway in Jackson County was completed on October 7, 1985, and was accepted by the State Highway Division on December 31, 1985.

Final payment in the amount of $2,500.00 will be released to the contractor after February 5, 1986. The total contract amount is $183,156.65 including $593.48 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Tru-Mix Construction Co.
P.O. Box 4430
Medford, OR 97501

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
J. J. Gix

9972

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 31, 1985

FROM: Weldon E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9972, On Site Work Substantially Completed 7-12-85

All Work Completed 10-7-85

Project Clover Lane-Neil Cr. Road

Highway Green Springs

County Jackson

Type of Work Paving

Contractor Tru-Mix Construction Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

[illegible] for report

Noted [illegible]

1-30-86 - Surety letter written.

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9072 N

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Clover Lane-Neil Creek Road	WEEK ENDING: September 28, 1985 SECTION PREFIX: C09972
	HIGHWAY: Green Springs	COUNTY: Jackson
NAME OF JOB: Clover Lane-Neil Creek Rd	KIND OF WORK: Paving	
CONTRACTOR: Tru-Mix Construction Co.	CONTRACT NUMBER: 9972	FEDERAL AID PROJECT NUMBER: Activity 900
DATE OF CONTRACT: March 12,1985	DATE WORK STARTED: June 25,1985	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 110	WORK DAYS USED: CALENDAR DAYS USED: 105.5
PROJECT AUTHORIZATION: $ 225,577.04	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 96
EXCLUSIVE OF ENGINEERING: $ 207,645.68	ENGINEERING AUTHORIZATION $ 17,833.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 198,704.00	ENGINEERING COST TO DATE $ 8,984.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 4.5 %	PERCENT OF AUTHORIZATION 50 %	DATE PROJECT WAS COMPLETED: July 12,1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.01
MILES PARTIALLY COMPLETED					
MILES COMPLETED					3.01
TOTAL ESTIMATED QUANTITIES (CONTRACT)					4,800 tn
TOTAL QUANTITIES CORRECTED TO DATE					4,812 tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					4,812 tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 02 1985
C[illegible] SECTION

CE.... CAE.... LS......TC......
COE.... OM.... SA......CC......
OE FE......CP......
CA............ PQC............
CAM............ QCS............
EEO............ FILE............

CONTR. NO: 9972 DATE: Sept. 28, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NA
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Project is completed. Second notification has been submitted the semi-final estimate has been submitted. Third notification pending a certification on tack oil.

VISITORS

NEXT WEEK:

SIGNED Ron Busey Busey **LOCATION** Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1985 Ukiah Rock Production Proj. 9973
M.P.52.1 of Pendleton-John Day Hwy.
South of Ukiah

9

January 30, 1986

CON 5
#9973

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Contract No. 9973 awarded to Seubert Excavators, Inc. for the Ukiah Rock Production Project on the Pendleton-John Day Highway in Umatilla County was completed on September 16, 1985, and was accepted by the State Highway Division on December 30, 1985.

Final payment in the amount of $4,665.46 will be released to the contractor after February 5, 1986. The total contract amount is $109,979.61 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Seubert Excavators, Inc.
604 King Street
Cottonwood, ID 83522

Employers Insurance of Wausau
9400 S.W. Beaverton Hwy., Ste. 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
R. D. Hector

9973

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 30, 1985

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT:

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9973, On Site Work Substantially Completed 9-12-85

All Work Completed 9-16-85

Project Ukiah Rock Production

Highway Pendleton-John Day

County Umatilla

Type of Work Rock Production

Contractor Seubert Excavators, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

Cor. for payment

noted
RGormsen

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9973

August 12, 1985

Seubert Excavators, Inc.
P.O. Box 57
Cottonwood, ID 83522

CON 5

Re: Time Extension Request
Ukiah Rock Production Project
Contract No. 9973

Your request for additional contract time in which to complete the above project has been reviewed. Your request was based on "wet conditions in the quarry near May 15, 1985," and your request was signed by your surety on July 3, 1985.

Your request is denied for two reasons. First, it does not comply with the 20 day protest requirement of Section 108.08 of the contract Standard Specifications and therefore cannot be considered in accord with the provisions of Section 108.09. Second, your contention of "wet conditions in the quarry" has absolutely no merit in view of the 1985 precipitation.

This project had a specified completion date of May 31, 1985, and the work is not yet started. Liquidated damages are being, and will be assessed. Liquidated damages cover damages due to late completion. They do not cover damages resulting from non-performance of the work. You are again reminded of the State's urgent need for this material. Any costs incurred by the State due to your non-performance of this contract will be recovered from you and/or your surety in accord with the terms of the contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

cc: Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 55401

bc: C. O. Fredrickson
R. D. Hector
Walt Sullivan

-9973

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: July 16, 1985

SUBJECT: Ukiah Rock Production Project
Contract No. 9973

The completion date for the subject project was May 31, 1985. No work has been done to date, which means we are 46 days into liquidated damages already. We have been told by the contractor, Seubert Excavators, Inc., that it will be three weeks before he will move in to start crushing. I don't want to take a chance on further non-performance.

Under the terms of Article 108.11 of the 1984 Standard Specifications, I recommend we cancel the subject project and readvertise immediately after the specified seven day notice to the contractor. To accomplish this we need to have Scott Coulter make the recommendation to Chairman Yturri.

If we are to have rock for this winter's sanding and also for our proposed hot plant set up at Ukiah, we need to move fast. Please let me know if you concur with my recommendation.

J. X. Wilson

J. X. Wilson
Region 5 Maintenance Engineer

JXW/lm

cc: H. S. Coulter
W. E. Schwartz ✓
Harry Oswald

Scott -
Recommend proceeding
with cancellation.
C. O. Fredrickson

No - WES
Discussed w/ Jackman
Cy Wilson
8/20

cc: Constr.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JUL 18 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

F

Contains
Recycled
Materials
81 125-1987

997

June 12, 1985

Seubert Excavators, Inc.
P.O. Box 57
Cottonwood, ID 83522

CON 5

Re: Time Extension Request
Ukiah Rock Production
Contract No. 9973

Your request for additional contract time in which to complete the above project has been carefully considered. Your inability to furnish the required crushing equipment for this project is not a valid reason for extension of contract time. Your request must therefore be denied.

Should you wish to submit additional data, or to further review this matter, please contact Project Manager Harry Oswald.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
R. D. Hector w/att.
Harry Oswald w/att.

TE/175

STATE OF OREGON

INTEROFFICE MEMO

TO: O. B. Jackmond
Contract Administration Engineer

DATE: June 4, 1985

FROM: J. X. Wilson
Region 5 Maintenance Engineer

SUBJECT: Time Extension Request
Ukiah Rock Production
Contract No. 9973
Pendleton-John Day Highway
Umatilla County

Enclosed is Contractor's subject request, along with copies of relating correspondence.

Although I can sympathize with the contractor, I can't find anything that would allow us to provide relief from the contract completion date of May 31, 1985.

I recommend the Contractor's request be denied.

JXW:sh
Attachment

cc H. W. Oswald

RECEIVED
JUN 07 1985
CONSTRUCTION SECTION

CE___ CAE___
COE___ OM___
OE______
CA______
CAM______
EEO______
LS___ TC___
SA___ CC___
FE___ CP___
POC______
QCS______
FILE______

6-11-85

W. E. Schwartz -

I concur with Region and P.M. (DMS) and recommend this request be denied.

The contract required the use of an impact crusher. The contractor did not have one and furnished one late.

O. B. Jackmond

April 22, 1985

Seubert Excavators, Inc.
604 King Street
Cottonwood, ID   83522

CON 5
#9973

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9973 for the Ukiah Rock Production Project on the Pendleton-John Day Highway in Umatilla County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: **Employers Insurance of Wausau**
2417 Bank Drive, Suite 202
Boise, ID   83705

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI   54401

bc: **C. O. Fredrickson**
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Harry Oswald (DMS)

9973

SEUBERT EXCAVATORS, INC.

P. O. Box 57
COTTONWOOD, IDAHO 83522

A/C 208-962-3314

for Litchfeild
(F.Y.I.)

RDE
FDE
LE
SE
FPO
PDE
LFE
GTE

RECEIVED
APR 2 - 1985
ROAD DESIGN
SECTION

BPC
FRS
CA
Copy All
Return To
B/U / /

March 28, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Pendleton - John Day
Umatilla County
CONTRACT # 9973
Page 7 - The 3/8" No. 10

Gentlemen,

We are writing this letter to address a portion of the special provisions on page seven of the contract documents. It reads as follows: "The 3/8" No. 10 crushed material shall be cubicle material, free from sharp points or slivers. The final product shall have been put through an impact crushed."

To meet the above specifications in producing the 3/8" No. 10 material and other products specified we quoted the work utilizing the following crushers:

1) 30 x 42 Pioneer Jaws
2) 58" JLB Ultra Cone
3) 4¼' Standard Simons Cone
4) 54" x 30" Cedar Rapid Rolls

Noted
BOB GORMSEN

We have examined 3/8" No. 10 material stockpiled on the previous project and feel it is free of sharp points and slivers.

As we understand the terminology nearly all types of crushers reduce rock size by a combination of attrition and impact forces. Where attrition is the rubbing of particles together and impact is the striking of one body against another. This is particularly true for a jaw crusher, cone crusher and dynapactor or certifugal crusher.

Thus we feel the special provisions of this contract will be met by passing the final product through our combination of crushers.

RECEIVED
APR - 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely Yours,

Warren S. Watts
Warren S. Watts
Engineer

WSW:mcl

SENT TO HARRY OSWALD
FOR ACTION, 4-2-85
I
cc J.X. WILSON

Sent to Litchfeild by RWG

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

April 4, 1985

Warren S. Watts
Engineer
Seubert Excavators, Inc.
P. O. Box 57
Cottonwood, Idaho 83522

RECEIVED
APR - 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Dear Mr. Watts:

Re: Ukiah Rock Production
Pendleton - John Day Hwy.
Umatilla County

I have your letter concerning the requirement of an impact crusher for the Ukiah Rock Production project. There are two considerations.

The first thing to consider is whether or not we really have a problem with arrowheads from this quarry. The answer is that we definitely do.

The second consideration is whether or not the equipment described in your letter will effectively deal with the arrowhead problem. Research and experience has demonstrated that an impact crusher is the most effective tool that we know of to reduce arrowheads; rolls will not do the job we want. For those reasons we must insist that the requirements of the special provisions be followed.

Sincerely,

R. D. Hector
Region Engineer

RDH/lm

cc: Harry Oswald w/attachment
Vern Moore

cy Gormsen

No action needed -
Has been taken
care of.

734-1839

1985 Mill Cr. (Lower Mill Cr.Rd.) 9974
Br. Sec, County Road southwest Sheridan
(gr, pav, str.)

11-21-83
C+A 7964 9-4-84

9974

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE: 8/14/90**

COUNTY: Yamhill **AGREEMENT NO.: 7964** **PROJECT NO.: BROS-3600(3)**

CONTRACT NO.: 9974 **SECTION: Mill Creek (Lower Mill Creek Road) Bridge**

Right-of-Way Prefix C236-2520

		Participating
Land Cost	$	700.00
Appraisals Witness Fees, Title Cost		934.74
Grant to Local Government 50% of Their Cost of Land Acquisition		155.00
Recording Fees		89.03
Taxes		14.81
Negotiation Expenses		444.38
Appraisal Review		51.21
Program Section		7.53
R/W Office Expense		327.66
R/W Descriptions		237.45
Total Right-of-Way Cost	$	2,961.81
Less Federal Funds (80%)		-2,369.44
County's Balance Due	$	592.37 *

Less Refund on P.E. and construction	-198.00
Balance Due	397.37

mailed 9-10-90

PROGRAM SECTION
Manager_____ Admin_____
Program_____ Fiscal_____ Local_____

SEP 11 1990

Refer To __________
R/D_____ D/R_____ Act_____
Discuss_____ File_____ Discard_____

9974

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: 8/14/90

COUNTY: Yamhill

AGREEMENT NO.: 7964

PROJECT NO.: BROS-3600(3)

CONTRACT NO.: 9974

SECTION: Mill Creek (Lower Mill Creek Road) Bridge

Right-of-Way Prefix C236-2520

	Participating
Land Cost	$ 700.00
Appraisals Witness Fees, Title Cost	934.74
Grant to Local Government 50% of Their Cost of Land Acquisition	155.00
Recording Fees	89.03
Taxes	14.81
Negotiation Expenses	444.38
Appraisal Review	51.21
Program Section	7.53
R/W Office Expense	327.66
R/W Descriptions	237.45
Total Right-of-Way Cost	$ 2,961.81
Less Federal Funds (80%)	-2,369.44
County's Balance Due	$ 592.37 *

*The P.E. and Construction phases of this project were finaled 10-10-89. Now that the R/W is finaled the project is complete.

7774

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building Salem Oregon 97303

STATE Oregon

FEDERAL AID PROJECT NO. BROS-3600(3)

PROGRAM APPROVED

VOUCHER PERIOD From: 9-24-84 To: 3-13-90

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
2,961.81	2,961.81	80%	2,369.44	2,369.44	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

_____ *State Highway Agency*

By Robert E Warber *Authorized Officer* 6/21/90 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ _____

Amount Approved $ _____

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

Mill Creek (Mill Cr Rd.) Bridge
Yamhill County Rd

Contract
9974

C 2362520

Type Code ROW RIGHT OF WAY		
State	All Required	$ 2,961.81
TYPE CODE Y004 BUILDING DEMOLITION	ALL REQUIRED	$ -0-
TOTAL PARTICIPATING COST		$ 2,961.81
Non-Participating Project Costs State	All Required	$ -0-
TOTAL NON-PARTICIPATING COST		$ -0-
TOTAL PROJECT COSTS		$ 2,961.81

9974

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: REVISED 10-10-89

COUNTY: YAMHILL AGREEMENT NO. 7964 PROJECT NO. BROS-3680(2 & 4)

CONTRACT NO. 9974 SECTION: MILL CREEK (LOWER MILL CR. RD.) BR.

PRELIMINARY ENGINEERING PREFIX C236-1987:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 12,871.69	$
Final Design	4,658.94	
Right-of-Way Descriptions	1,494.40	
Right-of-way Liaison	426.98	
Location	127.10	
Program Section	121.73	
Administrative Services	18.64	
Environmental Section	88.11	
Structural Foundation	3,254.35	
Free Bridge Design	14,454.80	
Free Specifications	1,728.22	
Right-of-Way Utility Engineer	71.42	
Surface Design Engineer	98.33	
Hydraulics	1,018.43	
Total P.E. Cost	$ 40,433.14	$ -0-
Less Free Bridge Design & Specs.	(16,183.02)	
P.E. Cost Chargeable to County	$ 24,250.12	$ -0-

CONSTRUCTION PREFIX C236-1087 & C09974:

	PARTICIPATING	NONPARTICIPATING
Payment to Contractor	$ 233,607.19	$ 915.00
Payment to Yamhill County	2,958.38	
Interest on Final Payment		423.50
Field Engineering	24,418.96	14.36
Program Section	171.60	
Audit Expenses	442.94	
Materials Testing	5,215.49	
Technical Services	1,940.25	
Construction Section	29.95	
Region Office Charges	539.75	
Accounting	85.96	
Total Construction Cost	$ 269,410.47	$ 1,352.86

SUMMARY

Total Participating P.E. Cost		$ 24,250.12
Total Participating Const. Cost		269,410.47
Total Participating Cost		$ 293,660.59

FEDERAL FUNDS

P.E. (80%)	$ 19,400.09	
Const. (80%)	215,528.37	(234,928.46)
Subtotal		$ 58,732.13
Plus Nonparticipating County Cost		1,352.86
Less State Share of Nonparticipating Field Engineering Cost		(7.18)
Less County's Advance Deposits:		
P.E. AD #84-17	$ 5,800.00	
Const. AD #85-16	37,800.00	
Const. AD #85-22	15,100.00	
Payment on CC145847	1,575.81	(60,275.81)
REFUND DUE COUNTY		$ (198.00)

MKS:bkw

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                              JOB COST SUMMARY RUN ON  08-10-90
                           EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 08/04/90
                               FOR EXPENDITURE ACCOUNT C2362520

                                             CREW   MSA        CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--        ------ -------- ---------- ------ -----        -------       ----------
C2362520 000     913      504        7111                                    2.24
OBJ-DETAIL 504                                                               2.24

ACTIVITY   913                                                               2.24 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                      2.24

C2362520 011     020      001        7111                                   96.93
OBJ-DETAIL 001                                                              96.93

ACTIVITY   020                                                              96.93 SUBTOTAL

C2362520 011     899      299        0100                                2,724.36 ***
OBJ-DETAIL 299                                                           2,724.36

ACTIVITY   899                                                           2,724.36 SUBTOTAL

C2362520 011     905      001        7363                                   30.52
OBJ-DETAIL 001                                                              30.52

ACTIVITY   905                                                              30.52 SUBTOTAL

C2362520 011     910      001        7111                                  103.86
OBJ-DETAIL 001                                                             103.86

ACTIVITY   910                                                             103.86 SUBTOTAL

C2362520 011     913      504        7111                                    3.90
OBJ-DETAIL 504                                                               3.90

ACTIVITY   913                                                               3.90 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                  2,959.57

EA         C2362520 TOTAL                                                2,961.81


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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               236   2516    407     00 P 1                                          1,058.78
               236   2516    409     00 P 1                                            100.00
               236   2516    412     00 P 1                                            250.67
               236   2516    413     00 P 1                                              2.85
               236   2516    414     00 P 1                                            775.96
               236   2516    930     00 P 1                                            386.87
                             TOT     P1                                              3,675.13
                         ** JOB TOTALS **              **                 **         3,675.13  **

 MILL CR(MILL CR RD)BR    CONT NO      FA PROJ NOS BROS3600003 100                                  STATE
               236   2520    296     00 N 9                      2,185.60CR          2-185.60CR
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                           JUNE 1985      PAGE 1326

                                                                    FISCAL        GRAND TOTAL
    DESCRIPTION          PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE   TO DATE
                   236   2520    298     00 N 9                     2,185.60      2,185.60
                   236   2520    401     00 P 1                       700.00        700.00
                   236   2520    407     00 P 1        3.53CR         934.74        934.74
                   236   2520    409     00 P 1                       155.00        155.00
                   236   2520    412     00 P 1         .36CR          89.03         89.03
                   236   2520    413     00 P 1                        14.81         14.81
                   236   2520    414     00 P 1        2.00CR         444.38        444.38
                   236   2520    430     00 P 1         .23CR          51.21         51.21
                   236   2520    920     00 P 1         .04CR           7.53          7.53
                   236   2520    930     00 P 1        1.48CR         327.66        327.66
                                 TOT     P1            7.64CR       2,724.36      2,724.36
                             ** JOB TOTALS **          7.64CR**     2,724.36  **  2,724.36  **

 NW 9TH ST-SPRR(CORVALLIS)    CONT NO    * FA PROJ NOS M    2110003 100                          STATE
                   302   2507    295     00 N 9                                  134,861.00
                   302   2507    296     00 N 9                                  274,376.55CR
                   302   2507    298     00 N 9                                  139,515.55
                   302   2507    401     00 P 1                                  106,815.00
                   302   2507    401     00 N 1                                  140,181.00
                   302   2507    403     00 P 1                                    4,485.00
                   302   2507    405     00 P 1                                   45,500.00
                   302   2507    407     00 P 1                                    6,358.86
                   302   2507    412     0C P 1                                      994.58
                   302   2507    412     00 N 1                                      241.00
                   302   2507    413     00 P 1                                      869.51
                   302   2507    413     G0 N 1                                      786.79
                   302   2507    414     00 P 1                                    2,780.32
                   302   2507    426     00 P 1                                      134.12
                   302   2507    430     00 P 1                                      546.74
                   302   2507    920     00 P 1                                       84.66
                   302   2507    930     00 P 1                                    1,519.26
                   302   2507    950     00 P 1                                      468.86
                                 TOT     P1                                      170,556.91
                                 TOT     N1                                      141,208.79
                             ** JOB TOTALS **          **             **         311,765.70  **
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                          JUNE 1985        PAGE 1326

                                                                                    FISCAL          GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH        YEAR TO DATE        TO DATE
                             236   2520     298     00 N 9                          2,185.60          2,185.60
                             236   2520     401     00 P 1                            700.00            700.00
                             236   2520     407     00 P 1           3.53CR           934.74            934.74
                             236   2520     409     00 P 1                            155.00            155.00
                             236   2520     412     00 P 1            .36CR            89.03             89.03
                             236   2520     413     00 P 1                             14.81             14.81
                             236   2520     414     00 P 1           2.00CR           444.38            444.38
                             236   2520     430     00 P 1            .23CR            51.21             51.21
                             236   2520     920     00 P 1            .04CR             7.53              7.53
                             236   2520     930     00 P 1           1.48CR           327.66            327.66
                                            TOT        P1            7.64CR         2,724.36          2,724.36
                                        ** JOB TOTALS **             7.64CR**       2,724.36  **      2,724.36  **

 NW 9TH ST-SPPR(CORVALL;S)   CONT NO     * FA PROJ NOS M   2110003 100                                            STATE
                             302   2507     295     00 N 9                                          134,861.00
                             302   2507     296     00 N 9                                          274,376.55CR
                             302   2507     298     00 N 9                                          139,515.55
                             302   2507     401     00 P 1                                          106,815.00
                             302   2507     401     00 N 1                                          140,18[illegible].00
                             302   2507     403     00 P 1                                            4,485.00
                             302   2507     405     00 P 1                                           45,500.00
                             302   2507     407     00 P 1                                            6,358.86
                             302   2507     412     0C P 1                                              994.58
                             302   2507     412     00 N 1                                              241.00
                             302   2507     413     00 P 1                                              869.51
                             302   2507     413     C0 N 1                                              786.79
                             302   2507     414     00 P 1                                            2,780.32
                             302   2507     426     00 P 1                                              134.12
                             302   2507     430     00 P 1                                              546.74
                             302   2507     920     00 P 1                                               84.66
                             302   2507     930     00 P 1                                            1,519.26
                             302   2507     950     00 P 1                                              468.86
                                            TOT        P1                                          170,556.91
                                            TOT        N1                                          141,208.79
                                        ** JOB TOTALS **               **                 **       311,765.70  **

 NW KING BLVD-HIGHLD DR(CORV)  CONT NO   * FA PROJ NOS H   2120002 100                                            STATE
                             302   2508     296     00 N 9                                           11,928.17CR
                             302   2508     298     00 N 9                                           11,928.17
                             302   2508     401     00 P 1                                           10,800.00
                             302   2508     405     00 N 1                                            2,200.00
                             302   2508     407     00 P 1                                            1,640.32
                             302   2508     412     00 P 1                                              215.55
                             302   2508     414     00 P 1                                              164.93
                             302   2508     430     00 P 1                                              339.35
                             302   2508     920     00 P 1                                               15.23
                             302   2508     930     00 P 1                                              351.69
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                     JOB COST SUMMARY RUN ON  09-22-89
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 09/17/89
                        FOR EXPENDITURE ACCOUNT C09974

EA        SUBJOB ACTIVITY OBJ-DETAIL  CREW   MSA       CURRENT      BALANCE TO
--                                   NUMBER FIELD       MONTH          DATE
          ------ -------- ---------- ------ -----      -------      ----------
C09974    000    010      001        0811
C09974    000    010      001        0813                              14.55
C09974    000    010      001        0821                             175.24
OBJ-DETAIL 001                                                         136.77
                                                                      326.56

C09974    000    010      030        0813
OBJ-DETAIL 030                                                          29.21
                                                                        29.21
ACTIVITY   010
                                                                      355.77 SUBTOTAL
C09974    000    899      001        8054
OBJ-DETAIL 001                                                      1,138.72
                                                                    1,138.72

C09974    000    899      030        8054
OBJ-DETAIL 030                                                         130.44
                                                                      130.44

C09974    000    899      302        R
OBJ-DETAIL 302

C09974    000    899      470        4061
C09974    000    899      470        8054                             282.60
OBJ-DETAIL 470                                                          89.99
                                                                      372.59

C09974    000    899      504        0100
OBJ-DETAIL 504                                                          18.00
                                                                        18.00

C09974    000    899      550        2042
C09974    000    899      550        8200                               6.50
C09974    000    899      550        8214                             135.00
OBJ-DETAIL 550                                                          27.00
                                                                      168.50

C09974    000    899      551        8054
OBJ-DETAIL 551                                                          75.00
                                                                        75.00

C09974    000    899      555        0521
OBJ-DETAIL 555                                                          19.77
                                                                        19.77
ACTIVITY   899
                                                                    1,923.02 SUBTOTAL
C09974    000    900      001        2042
C09974    000    900      001        4000                             360.85
C09974    000    900      001        4061                           1,593.26
C09974    000    900      001        8007                             270.20
                                                                      159.78

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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9974

7-[illegible]-89

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                         JOB COST SUMMARY RUN ON  09-22-89
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 09/17/89
                           FOR EXPENDITURE ACCOUNT C09974

                                           CREW   MSA                  CURRENT           BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD                MONTH               DATE
--         ------ -------- ---------- ------ -----                -------          ----------
C09974     000    900      001        8014                                            519.30
C09974     000    900      001        8027                                            321.75
C09974     000    900      001        8045                                             62.85
C09974     000    900      001        8054                                          7,728.90
OBJ-DETAIL 001                                                                     11,016.89

C09974     000    900      030        8007                                             29.21
C09974     000    900      030        8054                                            484.15
OBJ-DETAIL 030                                                                        513.36

C09974     000    900      109        8027                                           -990.00
OBJ-DETAIL 109                                                                       -990.00

C09974     000    900      130        8027                                               .72
C09974     000    900      130        8054                                            207.60
OBJ-DETAIL 130                                                                        208.32

C09974     000    900      134        8054                                             43.77
OBJ-DETAIL 134                                                                         43.77

C09974     000    900      146        8027                                             33.80
OBJ-DETAIL 146                                                                         33.80

C09974     000    900      195        8054                                            176.40
OBJ-DETAIL 195                                                                        176.40

C09974     000    900      273        4200                                            247.28
OBJ-DETAIL 273                                                                        247.28

C09974     000    900      548        8027                                             83.20
OBJ-DETAIL 548                                                                         83.20

C09974     000    900      550        2042                                             27.00
C09974     000    900      550        4000                                             28.00
C09974     000    900      550        4061                                            154.00
C09974     000    900      550        8027                                             32.00
C09974     000    900      550        8054                                          1,675.71
OBJ-DETAIL 550                                                                      1,916.71

C09974     000    900      551        2042                                            167.00
C09974     000    900      551        8054                                             39.00
C09974     000    900      551        8214                                            199.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  09-22-89
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 09/17/89
                            FOR EXPENDITURE ACCOUNT C09974

                                              CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
OBJ-DETAIL 551                                                              405.00

C09974    000    900      556        8054                                    15.00
OBJ-DETAIL 556                                                               15.00

C09974    000    900      598        0523                                      .01
OBJ-DETAIL 598                                                                 .01

ACTIVITY   900                                                           13,669.74 SUBTOTAL

C09974    000    901      001        7363                                    84.33
C09974    000    901      001        7365                                   181.40
C09974    000    901      001        7450                                   198.94
OBJ-DETAIL 001                                                              464.67

C09974    000    901      504        7363                                    14.22
OBJ-DETAIL 504                                                               14.22

ACTIVITY   901                                                              478.89 SUBTOTAL

C09974    000    903      504        7450                                      .85
OBJ-DETAIL 504                                                                 .85

ACTIVITY   903                                                                 .85 SUBTOTAL

C09974    000    907      001        7365                                   141.42
OBJ-DETAIL 001                                                              141.42

ACTIVITY   907                                                              141.42 SUBTOTAL

C09974    000    920      001        0631                                    77.88
OBJ-DETAIL 001                                                               77.88

ACTIVITY   920                                                               77.88 SUBTOTAL

C09974    000    940      001        8214                                 1,583.76
C09974    000    940      001        8221                                   101.82
C09974    000    940      001        8240                                    85.92
OBJ-DETAIL 001                                                            1,771.50

C09974    000    940      030        8214                                   600.48
OBJ-DETAIL 030                                                              600.48

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  09-22-89
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 09/17/89
                     FOR EXPENDITURE ACCOUNT C09974

                                         CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------       ----------
C09974    000    940      551        2000                                      30.00
C09974    000    940      551        2042                                     315.00
C09974    000    940      551        3015                                      16.00
C09974    000    940      551        8054                                   1,482.00
C09974    000    940      551        8214                                     728.00
C09974    000    940      551        8215                                      88.00
OBJ-DETAIL 551                                                              2,659.00

ACTIVITY    940                                                             5,030.98 SUBTOTAL

SUB-JOB     000 SUBTOTAL                                                   21,678.55

C09974    001    899      302        R
OBJ-DETAIL 302

C09974    001    899      306        R
OBJ-DETAIL 306

C09974    001    899      349        8054                                     423.51
OBJ-DETAIL 349                                                                423.51

ACTIVITY    899                                                               423.51 SUBTOTAL

SUB-JOB     001 SUBTOTAL                                                      423.51

C09974    010    899      299        8054                                      14.36 ***
OBJ-DETAIL 299                                                                 14.36

C09974    010    899      300        8054                                     815.00
OBJ-DETAIL 300                                                                815.00

C09974    010    899      302        R
OBJ-DETAIL 302

ACTIVITY    899                                                               829.36 SUBTOTAL

C09974    010    900      001        0523                                      -7.18
OBJ-DETAIL 001                                                                 -7.18

C09974    010    900      598        0523                                      99.99
OBJ-DETAIL 598                                                                 99.99

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                         JOB COST SUMMARY RUN ON  09-22-89
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 09/17/89
                           FOR EXPENDITURE ACCOUNT C09974

                                         CREW   MSA             CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH          DATE
--        ------ -------- ---------- ------ -----          -------      ----------
ACTIVITY    900
                                                                             92.81 SUBTOTAL

SUB-JOB     010 SUBTOTAL
                                                                            922.17

C09974    011    010      001        0521
OBJ-DETAIL 001                                                               10.09
                                                                             10.09

ACTIVITY    010
                                                                             10.09 SUBTOTAL

C09974    011    050      001        0500
OBJ-DETAIL 001                                                              410.94
                                                                            410.94

C09974    011    050      548        0966
OBJ-DETAIL 548                                                               32.00
                                                                             32.00

ACTIVITY    050
                                                                            442.94 SUBTOTAL

C09974    011    122      341        8054   SF01
OBJ-DETAIL 341                                                            2,958.38
                                                                          2,958.38

ACTIVITY    122
                                                                          2,958.38 SUBTOTAL

C09974    011    899      199        8054
OBJ-DETAIL 199                                                               -3.33
                                                                             -3.33

C09974    011    899      299        8054
OBJ-DETAIL 299                                                           56,689.83 ***
                                                                         56,689.83

C09974    011    899      300        8054
OBJ-DETAIL 300                                                          187,634.01
                                                                        187,634.01

C09974    011    899      302        R
OBJ-DETAIL 302

ACTIVITY    899
                                                                        244,320.51 SUBTOTAL

SUB-JOB     011 SUBTOTAL
                                                                        247,731.92

C09974    020    900      001        0523
OBJ-DETAIL 001                                                                7.18
                                                                              7.18

ACTIVITY    900
                                                                              7.18 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                    JOB COST SUMMARY RUN ON  09-22-89
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 09/17/89
                     FOR EXPENDITURE ACCOUNT C09974

                                         CREW   MSA         CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--       ------ -------- ---------- ------ -----       -------       ----------
SUB-JOB    020 SUBTOTAL                                                     7.18

EA         C09974 TOTAL                                               270,763.33

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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270,763

9974

HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER	BILLING REQ. NUMBER	AGE	CURRENT DOCUMENT NUMBER
		02	145827
		DATE	VENDOR NUMBER
	CA 5799	8/13/87	000061036200

Yamhill County
Courthouse
McMinnville, OR 97128

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09974011	L02	8054			844010	10	$1,575.81
PROG	APP SYM	FUND CODE		FUND DETAIL		FUND SOURCE		

FOLD

DESCRIPTION: Final Settlement on BROS-3600 (2 & 4), Mill Creek (Lower Mill Creek Road) Bridge, Agreement #7964.

	TOTAL PRICE
Total Project Cost	$ 312,186.47
Less: Federal Participation	[248,666.88]
Less: State Share of Project	[3,243.78]
Less: Yamhill County Advance Deposit	[58,700.00]
Amount due from Yamill County	$ 1,575.81

GL

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Diane Galida (INVOICE PREPARER) PH. 378-5035

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 09 1987
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

9974

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 28, 1987

COUNTY: Yamhill AGREEMENT NO: 7964 PROJECT NO: BROS-3660(2 & 4)

CONTRACT NO: 9974 SECTION: Mill Creek (Lower Mill Cr. Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C236-1987

	Participating	Non Participating
Project Manager	$ 12,871.69	$
Final Design	4,658.94	
Right-of-Way Descriptions	1,494.40	
Right-of-Way Liaison	426.98	
Location	127.10	
Program Section	121.73	
Administrative Services	18.64	
Environmental Section	88.11	
Structural Foundation	3,254.35	
Free Bridge Design	14,454.80	
Free Specifications	1,728.22	
Right-of-Way Utility Engineer	71.42	
Surface Design Engineer	98.33	
Hydraulics	1,018.43	
Total P.E. Cost	$ 40,433.14	$ -0-
Less Free Bridge Design & Spec.'s	16,183.02	
P.E. Cost Chargeable to County	$ 24,250.12	-0-

CONSTRUCTION PREFIX C236-1087 & C09974

	Participating	Non Participating
Payment to Contractor	$233,607.19	$ 915.00
Payment to Yamhill County	2,958.38	
Interest on Final Payment		423.51
Field Engineering	25,408.95	14.36
Program Section	171.60	
Audit Expenses	442.94	
Materials Testing	5,215.49	
Technical Services	1,940.25	
Construction Section	29.95	
Region Office Charges	539.75	
Accounting	85.96	
Total Construction Cost	$270,400.46	$1,352.87

SUMMARY

Participating County P.E. Cost		$ 24,250.12
Participating Const. Cost		270,400.46
Total Participating Cost		$294,650.58
Federal Funds		
P.E. (80%)	$ 19,400.09	
Const. (80%)	216,320.37	$(235,720.46)
Subtotal		58,930.12
Plus Non Participating County Cost		1,352.87
Less State Share of Nonparticipating Field Engineering Cost		(7.18)
Less County's Advance Deposits		
P.E. AD #84-17	$ 5,800	
65% Const. AD #85-16	37,800	
Const. AD #85-22	15,100	(58,700.00)
BALANCE DUE FROM COUNTY		$ 1,575.81

MKS:me

9974

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-12-87

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

FEDERAL AID PROJECT NO. BROS-3600(4)

PROGRAM APPROVED

VOUCHER PERIOD From: 2-13-85 To: 11-21-86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
271,753.33 ~~271,762 33~~	270,400.46	80%	216,320.37	216,320.37	-0-

114

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Acting Controller *Authorized Officer* 3-12-87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Mill Creek (Lower Mill Creek Road) Bridge Section County Road Yamhill County					
	Construction Type Code X081 Bridge (Br. #11815A) Sta. 19+56 to Sta.	20+501				
	Final Contract Payment Summary	Lump Sum			233,607.19	
SFO #1	Purchase and place 50 riprap or similar stone material (Yamhill County)	All Required			2,958.38	✓
	Total Participating Construction Cost				**$236,565.57**	
	Construction Engineering State	All Required			33,391.95	
	Misc. Project Cost Audit Expenses	All Required			442.94	
	Total Participating Project Cost				**$270,400.46**	
	Non Participating Project Cost Final Contract Payment Summary	Lump Sum			915.00	✓
	Interest on Final Payments	All Required			423.51 ~~432.51~~	✓
	Construction Engineering (State)	All Required			14.36	✓
	Total Non Participating Project Cost				~~**1,361.87**~~	1352.87
	TOTAL PROJECT COST				~~**$271,762.33**~~	271,753.33
	AMOUNT CARRIED FORWARD					

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                              JOB COST SUMMARY RUN ON
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 06/20/87

                                          CREW   MSA        CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--        ------ -------- ---------- ------ -----       -------       ----------
C09974    000               001        8054                              1,138.72
OBJ-DETAIL 001                                                           1,138.72

C09974    000               030        8054                                130.44
OBJ-DETAIL 030                                                             130.44

C09974    000               470        4061                                282.60
C09974    000               470        8054                                 89.99
OBJ-DETAIL 470                                                             372.59

C09974    000               504        0100                                 18.00
OBJ-DETAIL 504                                                              18.00

C09974    000               550        2042                                  6.50
C09974    000               550        8200                                135.00
C09974    000               550        8214                                 27.00
OBJ-DETAIL 550                                                             168.50

C09974    000               551        8054                                 75.00
OBJ-DETAIL 551                                                              75.00

C09974    000               555        0521                                 19.77
OBJ-DETAIL 555                                                              19.77

ACTIVITY                                                                 1,923.02 SU

C09974    000     010       001        0811                                 14.55
C09974    000     010       001        0813                                175.24
C09974    000     010       001        0821                                136.77
OBJ-DETAIL 001                                                             326.56

C09974    000     010       030        0813                                 29.21
OBJ-DETAIL 030                                                              29.21

ACTIVITY    010                                                            355.77 SU

C09974    000     900       001        2042                                360.85
C09974    000     900       001        4000                              1,593.26
C09974    000     900       001        4061                                270.20
C09974    000     900       001        8007                                159.78
C09974    000     900       001        8014                                519.30
C09974    000     900       001        8027                                321.75
C09974    000     900       001        8045                                 62.85
C09974    000     900       001        8054                              7,728.90


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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N ON
IL CREW-NUMBER
 LOADED
 06/20/87

A          CURRENT      BALANCE TO
D           MONTH          DATE
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                          1,138.72
                          1,138.72

                            130.44
                            130.44

                            282.60
                             89.99
                            372.59

                             18.00
                             18.00

                              6.50
                            135.00
                             27.00
                            168.50

                             75.00
                             75.00

                             19.77
                             19.77

                          1,923.02 SUBTOTAL

                             14.55
                            175.24
                            136.77
                            326.56

                             29.21
                             29.21

                            355.77 SUBTOTAL

                            360.85
                          1,593.26
                            270.20
                            159.78
                            519.30
                            321.75
                             62.85
                          7,728.90


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                              JOB COST SUMMARY RUN ON
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 06/20/87

                                              CREW    MSA           CURRENT       BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL   NUMBER  FIELD            MONTH          DATE
--          ------  --------  ----------   ------  -----           -------    ----------
OBJ-DETAIL 001                                                                  11,016.89

C09974      000     900       030          8007                                     29.21
C09974      000     900       030          8014
C09974      000     900       030          8045
C09974      000     900       030          8054                                    484.15
OBJ-DETAIL 030                                                                     513.36

C09974      000     900       130          8027                                       .72
C09974      000     900       130          8054                                    207.60
OBJ-DETAIL 130                                                                     208.32

C09974      000     900       134          8054                                     43.77
OBJ-DETAIL 134                                                                      43.77

C09974      000     900       146          8027                                     33.80
OBJ-DETAIL 146                                                                      33.80

C09974      000     900       195          8054                                    176.40
OBJ-DETAIL 195                                                                     176.40

C09974      000     900       273          4200                                    247.28
OBJ-DETAIL 273                                                                     247.28

C09974      000     900       548          8027                                     83.20
OBJ-DETAIL 548                                                                      83.20

C09974      000     900       550          2042                                     27.00
C09974      000     900       550          4000                                     28.00
C09974      000     900       550          4061                                    154.00
C09974      000     900       550          8027                                     32.00
C09974      000     900       550          8054                                  1,675.71
OBJ-DETAIL 550                                                                   1,916.71

C09974      000     900       551          2042                                    167.00
C09974      000     900       551          8054                                     39.00
C09974      000     900       551          8214                                    199.00
OBJ-DETAIL 551                                                                     405.00

C09974      000     900       556          8054                                     15.00
OBJ-DETAIL 556                                                                      15.00

ACTIVITY    900                                                                 14,659.73 SUB


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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N
CREW-NUMBER
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/20/87

   CURRENT        BALANCE TO
    MONTH            DATE
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                   11,016.89

                       29.21


                      484.15
                      513.36

                         .72
                      207.60
                      208.32

                       43.77
                       43.77

                       33.80
                       33.80

                      176.40
                      176.40

                      247.28
                      247.28

                       83.20
                       83.20

                       27.00
                       28.00
                      154.00
                       32.00
                    1,675.71
                    1,916.71

                      167.00
                       39.00
                      199.00
                      405.00

                       15.00
                       15.00

                   14,659.73 SUBTOTAL
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900 14,659.73
901 478.89
010 355.77
55 1923.02
-984.78

23,402.19

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                              JOB COST SUMMARY RUN ON
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 06/20/87

                                          CREW    MSA           CURRENT        BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER  FIELD          MONTH            DATE
--          ------  --------  ----------  ------  -----         -------        ----------
C09974      000     901       001         7363                                      84.33
C09974      000     901       001         7365                                     181.40
C09974      000     901       001         7450                                     198.94
OBJ-DETAIL 001                                                                     464.67

C09974      000     901       504         7363                                      14.22
OBJ-DETAIL 504                                                                      14.22

ACTIVITY    901                                                                    478.89 SU

C09974      000     903       504         7450                                        .85
OBJ-DETAIL 504                                                                        .85

ACTIVITY    903                                                                       .85 SU

C09974      000     907       001         7365                                     141.42
OBJ-DETAIL 001                                                                     141.42

ACTIVITY    907                                                                    141.42 SU

C09974      000     920       001         0631                                      77.88
OBJ-DETAIL 001                                                                      77.88

ACTIVITY    920                                                                     77.88 SU

C09974      000     940       001         8214                                   1,583.76
C09974      000     940       001         8221                                     101.82
C09974      000     940       001         8240                                      85.92
OBJ-DETAIL 001                                                                   1,771.50

C09974      000     940       030         8214                                     600.48
OBJ-DETAIL 030                                                                     600.48

C09974      000     940       551         2000                                      30.00
C09974      000     940       551         2042                                     315.00
C09974      000     940       551         3015                                      16.00
C09974      000     940       551         8054                                   1,482.00
C09974      000     940       551         8214                                     728.00
C09974      000     940       551         8215                                      88.00
OBJ-DETAIL 551                                                                   2,659.00

ACTIVITY    940                                                                  5,030.98 SU


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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CREW-NUMBER
DED
20/87

     CURRENT          BALANCE TO
      MONTH              DATE
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                           84.33
                          181.40
                          198.94
                          464.67

                           14.22
                           14.22

                          478.89 SUBTOTAL

                             .85
                             .85

                             .85 SUBTOTAL

                          141.42
                          141.42

                          141.42 SUBTOTAL

                           77.88
                           77.88

                           77.88 SUBTOTAL

                        1,583.76
                          101.82
                           85.92
                        1,771.50

                          600.48
                          600.48

                           30.00
                          315.00
                           16.00
                        1,482.00
                          728.00
                           88.00
                        2,659.00

                        5,030.98 SUBTOTAL
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TO Tenical Services

TRAFFIC 141.42

PROGRAM Section 93.72 + 77.88 171.60

Material Section 5,030.98 + 184.51

5,215.49

Technical SERVICES 1940.25

Construction 29.95

REGION OFFICE 539.75

Accounting 85.96

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                                 JOB COST SUMMARY RUN ON
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 06/20/87

                                                 CREW   MSA           CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH          DATE
--          ------ -------- ---------- ------ -----         -------      ----------
SUB-JOB      000 SUBTOTAL                                                   22,668.54

C09974     001                 306         8054
OBJ-DETAIL 306

C09974     001                 349         8054                                423.51
OBJ-DETAIL 349                                                                 423.51

ACTIVITY                                                                       423.51 SU

SUB-JOB      001 SUBTOTAL                                                      423.51

C09974     010                             8054                                 14.36 **
OBJ-DETAIL                                                                      14.36 U

C09974     010                 300         8054                                915.00
OBJ-DETAIL 300                                                                 915.00

ACTIVITY                                                                       929.36 SU

SUB-JOB      010 SUBTOTAL                                                      929.36

C09974     011                             8054                             56,689.83 **
OBJ-DETAIL                                                                  56,689.83

C09974     011                 199         8054                                 -3.33
OBJ-DETAIL 199                                                                  -3.33

C09974     011                 300         8054                            187,634.01
OBJ-DETAIL 300                                                             187,634.01

ACTIVITY                                                                   244,320.51 SU

C09974     011      010        001         0521                                 10.09
OBJ-DETAIL 001                                                                  10.09

ACTIVITY    010                                                                 10.09 SU

C09974     011      050        001         0500                                410.94
OBJ-DETAIL 001                                                                 410.94

C09974     011      050        548         0966                                 32.00
OBJ-DETAIL 548                                                                  32.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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 ON
L CREW-NUMBER
LOADED
06/20/87

       CURRENT        BALANCE TO
        MONTH            DATE
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                       22,668.54


                          423.51
                          423.51

                          423.51 SUBTOTAL

                          423.51   intrest Non

                           14.36 ***   NON PAR
                           14.36

                          915.00      NON PAR
                          915.00

                          929.36 SUBTOTAL

                          929.36

                       56,689.83 ***
                       56,689.83

                           -3.33
                           -3.33

                      187,634.01  + FISH   45,973.18
                      187,634.01

                      244,320.51 SUBTOTAL

                           10.09
                           10.09

                           10.09 SUBTOTAL

                          410.94
                          410.94

                           32.00
                           32.00



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PAGE    15

                          JOB COST SUMMARY RUN ON
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 06/20/87

                                              CREW   MSA        CURRENT       BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--          ------ -------- ---------- ------ -----       -------       ----------
ACTIVITY     050                                                            442.94 SUB

C09974      011     122      341        8054   SF01                       2,958.38
OBJ-DETAIL 341                                                            2,958.38
                                                                                   Pa
ACTIVITY     122                                                          2,958.38 SUB

SUB-JOB      011 SUBTOTAL                                               247,731.92

EA           C09974 TOTAL                                               271,753.33


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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ON
CREW-NUMBER
LOADED
6/20/87

CURRENT MONTH	BALANCE TO DATE	
-------	----------	Audit
	442,94	SUBTOTAL
	2,958.38	
	2,958.38	Payment to Yamhill County
	2,958.38	SUBTOTAL
	247,731,92	
	271,753.33	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS | JUNE 1985 | PAGE 291

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	236	1086	940	00	P 1			970.13	81	83
	236	1086	941	00	P 1			12.43	81	83
	236	1086	944	00	P 1			1,932.45	81	83
	236	1086	945	00	P 1			422.92	81	83
	236	1086	946	00	P 1			980.73	81	83
	236	1086	950	00	P 1			164.52	81	83
			TOT		P1			144,721.04		
			TOT		P2			1,903.12		
			TOT		N1			885.25		
			TOT		N2			2,837.06		
			** JOB TOTALS **			**	**	150,346.47 **		
N YAMHILL R(OAK RIDGE RD)	CONT NO 9292 = FA PROJ NOS SOS 3600001 100								STATE	
	236	1087	201	00	P 1			143,069.64	81	82
	236	1087	206	00	N 1			195.42	82	82
	236	1087	296	00	N 9		3,826.75CR	169,109.38CR	81	84
	236	1087	297	00	N 9		3,826.75	24,026.75	82	84
	236	1087	298	00	N 9			145,082.63	81	84
	236	1087	900	00	P 1			17,176.75	81	84
	236	1087	900	00	N 1			4,333.87	81	84
	236	1087	920	00	P 1			72.78	81	81
	236	1087	940	00	P 1			1,304.10	81	81
	236	1087	941	00	P 1			31.63	81	82
	236	1087	942	00	P 1			847.13	81	82
	236	1087	944	00	P 1			737.13	81	82
	236	1087	944	00	N 1			50.00	81	81
	236	1087	945	00	P 1			496.26	81	83
	236	1087	946	00	P 1			443.02	81	82
	236	1087	948	00	P 1		.32	351.65	84	84
	236	1087	960	00	N 1			.10	81	84
			TOT		P1		.32	164,530.09		
			TOT		N1			4,579.39		
			** JOB TOTALS **			**	.32 **	169,109.48 **		
MILL CR(LOWER MILL CR RD)	CONT NO 9974 FA PROJ NOS BROS3600004 100								STATE	
	236	1095	201	00	P 1	43,723.18	45,973.18	45,973.18 ✓	85	85
	236	1095	204	00	P 1	112.50			85	85
	~~236~~	~~1095~~	~~296~~	~~00~~	~~N 9~~	~~6,149.13CR~~	~~8,091.47CR~~	~~8,091.47CR~~	85	85
	~~236~~	~~1095~~	~~298~~	~~00~~	~~N 9~~	~~6,149.13~~	~~8,091.47~~	~~8,091.47~~ ✓	85	85
	236	1095	900	00	P 1	2,680.58	7,984.78	7,984.78	85	85
	236	1095	900	00	N 1		14.36	14.36 ✓	85	85
	236	1095	920	00	P 1	.43CR	93.72	93.72	85	85
	236	1095	921	00	P 1		560.50	560.50	85	85
	236	1095	940	00	P 1	88.00	88.00	88.00	85	85
	236	1095	941	00	P 1	89.11	96.51	96.51	85	85
	236	1095	944	00	P 1	44.79	1,237.48	1,237.48	85	85
	236	1095	945	00	P 1	.13CR	29.95	23.95	85	85

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                               JUNE 1985         PAGE  292
                                                                                        FISCAL          GRAND TOTAL      ACTIVE YRS
         DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH       YEAR TO DATE        TO DATE         BEG    END
                                     236    1095      946   00 P 1        145.22              539.75          539.75     85     85
                                     236    1095      948   00 P 1         85.96               85.96           85.96     85     85
                                                      TOT      P1      46,968.78           56,689.83       56,689.83
                                                      TOT      N1                              14.36           14.36
                                                  ** JOB TOTALS **     46,968.78 **        56,704.19 **    56,704.19 **

 ROB-BROAD&DEWEY-BROAD(BA)     CONT NO 9323 * FA PROJ NOS M   0000032  96                              M  -0000032  04 STATE
                                     301    1009      201   00 P 1                                        220,113.35     81     82
                                     301    1009      201   00 P 8                                          7,156.18     81     82
                                     301    1009      206   00 N 1                                             27.36     82     82
                                     301    1009      206   00 N 8                                              1.14     82     82
                                     301    1009      210   01 P 1                                         28,938.07     82     83
                                     301    1009      210   01 P 8                                          1,205.75     83     83
                                     301    1009      294   01 N 1                                          1,781.50CR   82     82
                                     301    1009      295   00 N 9                                         14,454.81     82     83
                                     301    1009      296   00 N 9                                        256,108.87CR   81     83
                                     301    1009      298   00 N 9                                        241,654.06     81     83
                                     301    1009      900   00 P 1                                          3,780.66     81     83
                                     301    1009      900   00 P 8                                            154.89     81     82
                                     301    1009      900   00 N 1                                             22.43     81     81
                                     301    1009      900   00 N 8                                               .93     81     81
                                     301    1009      900   02 P 1                                          9,600.00     82     83
                                     301    1009      900   02 P 8                                            400.00     83     83
                                     301    1009      915   01 P 1                                            194.01     82     82
                                     301    1009      915   01 P 8                                              8.09     82     82
                                     301    1009      915   02 P 1                                            207.87     82     82
                                     301    1009      915   02 P 8                                              8.68     82     82
                                     301    1009      920   00 P 1                                             34.30     81     82
                                     301    1009      920   00 P 8                                               .73     81     82
                                     301    1009      940   00 P 1                                            645.81     81     82
                                     301    1009      940   00 P 8                                             26.91     81     82
                                     301    1009      944   00 P 1                                            157.06     81     82
                                     301    1009      944   00 P 8                                              4.05     81     82
                                     301    1009      945   00 P 1                                            518.42     81     83
                                     301    1009      945   00 P 8                                             21.60     81     83
                                     301    1009      946   00 P 1                                            822.62     81     82
                                     301    1009      946   00 P 8                                             34.30     81     82
                                     301    1009      948   00 P 1                                             12.98     82     82
                                                      TOT      P1                                         265,025.15
                                                      TOT      P8                                           9,021.18
                                                      TOT      N1                                           1,731.71CR
                                                      TOT      N8                                               2.07
                                                  ** JOB TOTALS **                **                  **  272,316.69 **

 NW KINGS BLVD-HIGHLAND DR     CONT NO 9367   FA PROJ NOS M   2120003  90 M   2120003                  M   2120003  10 STATE
                                     302    1003      201   00 P 1                            279.67CR    698,995.82     81     84
                                     302    1003      201   00 P 2                            310.77        2,965.37     84     34
```

RUN 06/17/87 23:13

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-3600-004									
******************************									
F01821									
C09974 -010	929.36	.00	.00						
C09974 -011	247,731.92	207,948.12	247,731.92						
AGREEMENT TOTALS	271,753.33	216,320.37	270,400.46	80.00	216,320.37	216,320.37	.00		.00
FED PROJ TOTALS	271,753.33	216,320.37	270,400.46		216,320.37	216,320.37	.00		.00
FEDERAL PROJECT: BRS -A677-002									
******************************									
F02830									
C4342545-011	10,073.17	8,058.54	10,073.17						
AGREEMENT TOTALS	10,073.17	8,058.54	10,073.17	80.00	8,058.54	8,058.54	.00		.00
F03127									
C5342543-011	547.72	438.18	547.72						
AGREEMENT TOTALS	547.72	438.18	547.72	80.00	438.18	438.18	.00		.00
FED PROJ TOTALS	10,620.89	8,496.72	10,620.89		8,496.72	8,496.72	.00		.00
FEDERAL PROJECT: BRS -A677-003									
******************************									
F03121									
C5341953-000	9.00	64.81	9.00						
C5341953-010	499.24	.00	.00						
C5341953-011	18,677.02	14,884.01	18,677.02						
AGREEMENT TOTALS	19,185.26	14,948.82	18,686.02	80.00	14,948.82	14,948.82	.00		.00
FED PROJ TOTALS	19,185.26	14,948.82	18,686.02		14,948.82	14,948.82	.00		.00
FEDERAL PROJECT: BRS -A677-004									
******************************									
F03115									
C09727 -000	17,392.21-	1,540.27-	23,592.21-						
C09727 -010	913.74	.00	.00						
C09727 -011	303,566.49	230,479.69	309,766.49						

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REPORT NO: FMBL003-1                              OREGON DEPARTMENT OF TRANSPORTATION                                          PAGE 379
SEQ: FEDERAL APPROPRIATION, FEDERAL                  FINANCIAL MANAGEMENT SYSTEM                                      RUN 06/17/87 23:13
     PROJECT, AGREEMENT, EA-SUBJOB                  OREGON STATE HIGHWAY DIVISION
                                                        FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

 AGREEMENT        TOTAL COSTS       AMOUNT      --PARTICIPATION--      AGREEMENT        FEDERAL      -ADJUSTMENT-         VOUCHER
  EA/SUBJOB         TO DATE      PREV CLAIMED    AMOUNT    PERCENT       AMOUNT          SHARE       AMOUNT  CODE          AMOUNT
FEDERAL PROJECT: BROS-3301-002
********************************

 F04358
   C10338  -000      34,933.84     49,690.89     41,743.81
   C10338  -001         167.90           .00           .00
   C10338  -011     212,893.81    147,143.11    206,137.83

 AGREEMENT TOTALS   247,995.55    196,834.00    247,881.64  80.00    196,834.00    198,305.31    1,471.31 B            .00

 F04359
   C10338  -000       5,219.89      9,433.91      6,237.47
   C10338  -081      36,039.96     23,475.34     34,968.39

 AGREEMENT TOTALS    41,259.85     32,909.25     41,205.86  80.00     35,150.00     32,964.69         .00             55.44

FED PROJ TOTALS     289,255.40    229,743.25    289,087.50           231,984.00    231,270.00    1,471.31 B          55.44

FEDERAL PROJECT: BROS-3600-002
********************************

 F01824
   C2361987-011      40,433.14     32,346.51     40,433.14

 AGREEMENT TOTALS    40,433.14     32,346.51     40,433.14  80.00     32,346.51     32,346.51         .00               .00

FED PROJ TOTALS      40,433.14     32,346.51     40,433.14            32,346.51     32,346.51         .00               .00

FEDERAL PROJECT: BROS-3600-003
********************************

 F01828
   C2362520-000           2.24           .00          2.24
   C2362520-011       2,959.57      2,369.45      2,959.57

 AGREEMENT TOTALS     2,961.81      2,369.45      2,961.81  80.00      4,000.00      2,369.45         .00               .00

FED PROJ TOTALS       2,961.81      2,369.45      2,961.81             4,000.00      2,369.45         .00               .00

FEDERAL PROJECT: BROS-3600-004
********************************

 F01821
   C09974  -000      22,668.54      8,372.25     22,668.54
   C09974  -001         423.51           .00           .00
```

OREGON STATE HIGHWAY DIVISION REQUEST FOR WARRANT B Ros-3600 (4).

Payable to: Halm II
PO Box 453
Stayton OR 97383

Project No.:
Hwy. Agr. No.:
Contract No.: 9974

Project:
Estimate No.: 7 Final
Period Covered:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	5000.00		
	Interest on 6709.26 from 2/20/86 - 6/27/86 128 days @3.3087/day =	423.51		
	Retainage admin	<70.00>		
	Interest from bank	420.71		
	Totals			
	Retained ___ %			
	Total Payments	5774.22		

Approved by:

Prepared by: J Henry

Common Data Elements

Doc. No. BW C09974

06 24 86
Month Day Year

Agency 02 Vendor # ____ Suf. ___ Ref. Doc./Suf. ____ Check No. ____

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	259	C09974	000						5000.00	C09974		
02	223	↓	001		349				423.51			
03	424		001		306				70.00			
04	339		001						420.71			
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FMCP010-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

Batch #C142 6-26-86

CONTRACT NUMBER: C09974 ESTIMATE NUMBER: 007 HOLM II, INC.

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
AMOUNT TO DATE:		234,384.19	0.00	5,000.00	138.00
PRIOR AMOUNT:		232,674.93	0.00	5,000.00	138.00
PRESENT AMOUNT:		1,709.26	0.00	0.00	0.00

EA-NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
C09974	011	1,709.26	0.00	0.00	0.00
	TOTAL	1,709.26	0.00	0.00	0.00

W. H. Prete

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 06/26/86
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE PAGE: 1

Batch #C142 6-26-86

R: C09974 ESTIMATE NUMBER: 007 HOLM II, INC.

BER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
	234,384.19	0.00	5,000.00	138.00	229,522.19
	232,674.93	0.00	5,000.00	138.00	227,812.93
	1,709.26	0.00	0.00	0.00	1,709.26

BER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
	1,709.26	0.00	0.00	0.00	1,709.26
	1,709.26	0.00	0.00	0.00	1,709.26

D. H. Piete

BROS-3600(4)

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY YAMHILL		CONTRACT NO. C09974	ESTIMATE NO. 7
HIGHWAY COUNTY ROAD		FEDERAL AID PROJECT NO. BROS3600004	
SECTION MILL CREEK (LOWER MILL CR RD) BRIDGE			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS A
001	11 MOBILIZATION	LUMP SUM	22792.0000	100.000	22792.00	2279
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	1200.0000	100.000	1200.00	120
003	11 TEMPORARY SIGNS	SQ FT	7.0000	194.500	1361.50	135
004	11 TEMPORARY BARRICADES	EACH	60.0000	15.000	900.00	90
006	11 CLEARING AND GRUBBING	LUMP SUM	2500.0000	100.000	2500.00	250
007	11 EMBANKMENT IN PLACE	CU YD	3.2500	4,017.500	13056.88	1152
008	11 TRENCH EXCAVATION	CU YD	4.0000	67.800	271.20	26
009	11 FINISHING ROADBED AND SLOPES	LUMP SUM	2000.0000	100.000	2000.00	200
010	11 WATERING	M-GAL	10.0000	100.400	1004.00	101
011	11 1"-0 AGGREGATE BASE	TON	7.5000	3,572.520	26793.90	2679
012	11 15-INCH CULVERT PIPE	LIN FT	30.0000	60.000	1800.00	180
013	11 8-INCH DRAIN PIPE	LIN FT	3.0000	290.000	870.00	87
014	11 GRAVEL IN DRAINS	CU YD	10.0000	37.400	374.00	37
015	11 GUARD RAIL TYPE 2A	LIN FT	18.0000	125.000	2250.00	225
016	11 GUARD RAIL TYPE 3	LIN FT	30.0000	100.000	3000.00	300
017	11 GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	3.000	1050.00	105
018	11 RAIL END PIECES TYPE B	EACH	40.0000	1.000	40.00	4
019	11 RAIL END PIECES TYPE C	EACH	90.0000	3.000	270.00	27
021	11 EXTRA FOR ASPHALT APPROACHES	EACH	150.0000	6.000	900.00	90
022	11 GEOTEXTILE FABRIC IN DRAINS	SQ YD	2.0000	187.500	375.00	37
023	11 LOOSE RIPRAP CLASS 700	CU YD	20.0000	125.600	2512.00	251
024	11 DELINEATORS TYPE 2	EACH	22.0000	7.000	154.00	15
025	11 DELINEATORS TYPE 4	EACH	22.0000	4.000	88.00	8
026	90 SINGLE MAILBOX SUPPORTS	EACH	125.0000	2.000	250.00	25
027	11 BRIDGE REMOVAL WORK	LUMP SUM	5500.0000	100.000	5500.00	550
028	11 CLASS B ASPHALT CONCRETE	TON	37.0000	342.730	12681.01	1267
029	11 SHORING CRIBBING ETC	LUMP SUM	3000.0000	100.000	3000.00	300
030	11 STRUCTURE EXCAVATION	CU YD	19.0000	290.000	5510.00	551
031	11 STRUCTURAL CONCRETE CLASS 3300	LUMP SUM	26000.0000	100.000	26000.00	2600
032	11 REINFORCEMENT	LUMP SUM	7056.0000	100.000	7056.00	705
033	11 90'/95' PRESTRESSED BOX BEAMS	EACH	8787.5000	8.000	70300.00	7030

DATE 06 26 86 PG. 01 C09974

TOTAL CONTRACT ITEMS

FORCE ACCOUNT

ENGINEER OR AUDITOR

ACT PAYMENT VOUCHER

COUNTY YAMHILL
CONTRACT NO. C09974
ESTIMATE NO. 7
HIGHWAY COUNTY ROAD
FEDERAL AID PROJECT NO. BR053600004
SECTION MILL CREEK (LOWER MILL CR RD) BRIDGE

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
IZATION	LUMP SUM	22792.0000	100.000	22792.00	22792.00	
RARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	1200.0000	100.000	1200.00	1200.00	
RARY SIGNS	SQ FT	7.0000	194.500	1361.50	1353.80	7.70
RARY BARRICADES	EACH	60.0000	15.000	900.00	900.00	
ING AND GRUBBING	LUMP SUM	2500.0000	100.000	2500.00	2500.00	
MENT IN PLACE	CU YD	3.2500	4,017.500	13056.88	11521.90	1534.98
EXCAVATION	CU YD	4.0000	67.800	271.20	264.80	6.40
HING ROADBED AND SLOPES	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
ING	M-GAL	10.0000	100.400	1004.00	1010.00	6.00-
AGGREGATE BASE	TON	7.5000	3,572.520	26793.90	26793.83	.07
CH CULVERT PIPE	LIN FT	30.0000	60.000	1800.00	1800.00	
DRAIN PIPE	LIN FT	3.0000	290.000	870.00	870.00	
IN DRAINS	CU YD	10.0000	37.400	374.00	374.00	
RAIL TYPE 2A	LIN FT	18.0000	125.000	2250.00	2250.00	
RAIL TYPE 3	LIN FT	30.0000	100.000	3000.00	3000.00	
RAIL ANCHORS TYPE 1	EACH	350.0000	3.000	1050.00	1050.00	
ND PIECES TYPE B	EACH	40.0000	1.000	40.00	40.00	
ND PIECES TYPE C	EACH	90.0000	3.000	270.00	270.00	
FOR ASPHALT APPROACHES	EACH	150.0000	6.000	900.00	900.00	
TILE FABRIC IN DRAINS	SQ YD	2.0000	187.500	375.00	375.00	
RIPRAP CLASS 700	CU YD	20.0000	125.600	2512.00	2512.00	
ATORS TYPE 2	EACH	22.0000	7.000	154.00	154.00	
ATORS TYPE 4	EACH	22.0000	4.000	88.00	88.00	
MAILBOX SUPPORTS	EACH	125.0000	2.000	250.00	250.00	
REMOVAL WORK	LUMP SUM	5500.0000	100.000	5500.00	5500.00	
B ASPHALT CONCRETE	TON	37.0000	342.730	12681.01	12679.90	1.11
G CRIBBING ETC	LUMP SUM	3000.0000	100.000	3000.00	3000.00	
URE EXCAVATION	CU YD	19.0000	290.000	5510.00	5510.00	
URAL CONCRETE CLASS 3300	LUMP SUM	26000.0000	100.000	26000.00	26000.00	
RCEMENT	LUMP SUM	7056.0000	100.000	7056.00	7056.00	
PRESTRESSED BOX BEAMS	EACH	8787.5000	8.000	70300.00	70300.00	
PG. 01 C09974		TOTAL CONTRACT ITEMS				
		FORCE ACCOUNT				

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY:

HIGHWAY:

SECTION:

CONTRACT NO. C09974

ESTIMATE NO. 7

FEDERAL AID PROJECT NO.

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS A
034	11 REINFORCED CONCRETE BRG	END PANELS	SQ YD	54.0000	161.000	8694.00	866
035	11 METAL RAIL WITH TUBING		LIN FT	43.5000	200.000	8700.00	870
	PRICE AGREEMENT ITEMS						
3002A	10 ADD POURED FILLER		LUMP SUM	665.0000	100.000	665.00	66
3003A	11 TYPE 1 FENCE	BI #20	LIN FT	4.0000	512.000	2048.00	204
3005A	11 STRUCTURAL CONCRETE	CL 3300	CU YD	85.0000	3.100	263.50	26
3006A	11 NON-SPEC GROUT		LUMP SUM	2000.0000-	100.000	2000.00-	200
3007A	11 ANTI-STRIPPING	ADDITIVE	LUMP SUM	154.2000	100.000	154.20	
	FORCE ACCOUNT ITEMS						
801	11 CHIP ACCESS HOLE					138.00	1

Type Code	"P" Construction Cost	"N" Const Cost	Total Cost
X081	$ 233,607.19	915.00	234,522.19

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE			
06 26 86 PG. 02 C09974	TOTAL CONTRACT ITEMS	234384.19	2326
	FORCE ACCOUNT	138.00	1
GINEER OR AUDITOR		234522.19	

TRACT PAYMENT VOUCHER

COUNTY	CONTRACT NO. C09974	ESTIMATE NO. 7
HIGHWAY	FEDERAL AID PROJECT NO.	
SECTION		

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
NFORCED CONCRETE BRG	END PANELS	SQ YD	54.0000	161.000	8694.00	8683.20	10.80
AL RAIL WITH TUBING		LIN FT	43.5000	200.000	8700.00	8700.00	
RICE AGREEMENT ITEMS							
POURED FILLER		LUMP SUM	665.0000	100.000	665.00	665.00	
E 1 FENCE	BI #20	LIN FT	4.0000	512.000	2048.00	2048.00	
UCTURAL CONCRETE	CL 3300	CU YD	85.0000	3.100	263.50	263.50	
-SPEC GROUT		LUMP SUM	2000.0000-	100.000	2000.00-	2000.00-	
I-STRIPPING	ADDITIVE	LUMP SUM	154.2000	100.000	154.20		154.20
ORCE ACCOUNT ITEMS							
P ACCESS HOLE					138.00	138.00	
de "P"Construction Cost		"N"Const Cost	Total Cost				
$ 233607.19		915.00	234,522.19				
		GROSS RETAINAGE					
		TREASURER DEPOSIT					
		* NET RETAINAGE					
86 PG. 02 C09974		TOTAL CONTRACT ITEMS			234384.19	232674.93	1709.26
		FORCE ACCOUNT			138.00	138.00	
					234522 19		

P'+

9974

C9974

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE Oregon APPN114	FEDERAL AID PROJECT NO. BROS-3600(4)
PROGRAM APPROVED	VOUCHER PERIOD From: 02/13/85 To: 11/21/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 270,763.33	$269,410.47	80%	$ 215,528.37	$ 215,528.37	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______________________ *State Highway Agency*

By Assistant Controller *Authorized Officer* ________ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $0.00

Adjustments $ ______________

Amount Approved $ ______________

SIGN ORIGINAL COPY ______________________

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	MILL CREEK (LOWER MILL CREEK ROAD) BRIDGE SECTION COUNTY ROAD Yamhill County					
	Construction Type Code X081 Bridge (Br. #11815A) Sta. 19+56 to Sta. 20+501					
	Final Contract Payment Summary	Lump Sum			$ 233,607.19	
FO #1	Purchase and place 50 riprap or similar stone material (Yamhill County)	All Required			$ 2,958.38	
	Total Participating Construction Cost				$ 236,565.57	
	Construction Engineering					
	State	All Required			$ 32,401.96	
	Miscellaneous Project Costs					
	Audit Expenses	All Required			$ 442.94	
	TOTAL PARTICIPATING PROJECT COST				$ 269,410.47	
	Non-Participating Project Costs					
	Final Contract Payment Summary	Lump Sum			$ 915.00	
	Interest on Final Payments	All Required			$ 423.50	
	Construction Engineering (State)	All Required			$ 14.36	
	TOTAL NON-PARTICIPATING PROJECT COST				$ 1,352.86	
	TOTAL PROJECT COSTS				$ 270,763.33	
	AMOUNT CARRIED FORWARD					

jc cc: OSHD (Rulien)

STATE COPY 9974

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Yamhill	DIVISION Oregon
DATE OF REPORT OCT 28. '86	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-3600(4)
COMPLETION DATE (Actual) August 31, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY April 25, 1986	TIME ELAPSED 100 %	CONTRACT TIME August 31, 1985

LOCATION

Mill Creek (Lower Mill Creek Road) Bridge Section of Lower Mill Creek County Road.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of roadbed grading, aggregate base, and asphalt concrete pavement.

   B. Construction of Bridge No. 11815A over Mill Creek.
   Length: 94 feet. Roadway width: 32 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Holm II, Inc.

3. Contract Amount: $234,522.19

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification-Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWART.

By

RECEIVED
STATE HWY ENGR
NOV 24 '86

12/1 Fredrickson
FOR
Info | Naves | R/D | D/R | Sign | Act | File

FINAL INSPECTION 10-15-85

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B. Carter		SIGNATURE G. K. Hassner	
TITLE Area Engineer	DATE 11/20/86	TITLE District Engineer A	DATE 11/21/86

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

9974

June 19, 1986

CON 5 - #9974

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

On May 8, 1986, we wrote to you concerning release of final payment on Contract No. 9974 awarded to Holm II, Inc. for work on the Mill Creek (Lower Mill Creek Road) Bridge in Yamhill County.

Final payment on this contract is $6,709.26 and the total contract amount is $234,522.19 including $138.00 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Holm II, Inc.
P.O. Box 453
Stayton, OR 97383

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9974

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9974

TO: Robert Gormsen
Manager, Commission Services

DATE: April 25, 1986

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9974 ~~9774~~ , On Site Work Substantially Completed August 31, 1985
All Work Completed	January 21, 1986
Project	Mill Creek (Lower Mill Cr. Rd.) Bridge
Highway	County Road
County	Yamhill
Type of Work	Grading, Paving & Structure
Contractor	Holm II, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

5-8-86 - Surety letter written.

RECEIVED
APR 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1974

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-101

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Yamhill

Project Number BROS-3600(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 85 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 260,653.00	$ 271,086.00
Federal funds	$ 208,522.00	$ 216,868.00
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of FEB, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 5, 1986

FEDERAL AID PROJECT NO. BROS-3600(4)

MILL CREEK (LOWER MILL CREEK ROAD) BRIDGE SEC.
COUNTY ROAD
YAMHILL COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
BRIDGE (BR. #11815A) STA. 19+56 TO STA. 20+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 7.00	165	$ 1,155.00	193	$ 1,351.00
1"-0 Aggregate Base	7.50	3,500	26,250.00	3,572	26,790.00
Class "B" Asphalt Concrete	37.00	320	11,840.00	342	12,654.00
Structure Excavation	19.00	190	3,610.00	290	5,510.00
Reinforced Concrete Brg End Panels	54.00	154	8,316.00	160	8,640.00
Type 1 Fence (PA #3A)	4.00	---	---	512	2,048.00
Structural Concrete	85.00	---	---	3	255.00
			$51,171.00		$57,248.00

Increase	$ 6,077.00
Subtotal from estimate of March 19, 1985	229,650.50
Subtotal	$ 235,727.50
Engineering	35,358.50
Total	$ 271,086.00

Length of Structure	0.018 mi.
Federal Funds (80%)	$ 216,868.00
County Funds	54,218.00
Total Funds	$ 271,086.00

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	3	125.00	$ 375.00

Group 1 100%
Contract No. 9974
Prefix: 236-1987 P.E.
Prefix: C09974
Appn Code: 114
RLC:bkb

. 9911

STATE COPY

TO BE COMPLETED BY FHWA 3-186	U.S. Department of Transportation **Federal Highway Administration** **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Yamhill PROJECT NO. BROS-3600(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mill Creek (Lower Mill Creek Road) Bridge #11815-412-00000

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-13-85	0.195

OTHER *(Specify)*

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 260,653.00	$ 208,522.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISON
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 19, 1985

Federal Aid Project No. BROS-3600(4)

Mill Creek (Lower Mill Creek Road) Bridge Section
County Road
Yamhill County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Bridge (Br. #11815A)(Sta. 19+56 to Sta. 20+50)

Mobilization	Lump Sum	All	Lump Sum	$ 22,792.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,200.00
Temporary Signs	Sq. Ft.	165	7.00	1,155.00
Temporary Barricades	Each	12	60.00	720.00
Flaggers	Hour	100	1.00	100.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	2,500.00
Embankment in Place	Cu. Yd.	3,630	3.25	11,797.50
Trench Excavation	Cu. Yd.	35	4.00	140.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	2,000.00
Watering	M-Gal.	250	10.00	2,500.00
1"-0 Aggregate Base	Ton	3,500	7.50	26,250.00
Class "B" Asphalt Concrete	Ton	320	37.00	11,840.00
15-inch Culvert Pipe	Lin. Ft.	6	30.00	180.00
8-inch Drain Pipe	Lin. Ft.	290	3.00	870.00
Gravel in Drains	Cu. Yd.	50	10.00	500.00
Guard Rail, Type 2A	Lin. Ft.	125	18.00	2,250.00
Guard Rail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guard Rail Anchors, Type 1	Each	3	350.00	1,050.00
Rail End Pieces, Type B	Each	1	40.00	40.00
Rail End Pieces, Type C	Each	3	90.00	270.00
Type 1 Fence	Lin. Ft.	60	12.00	720.00
Extra for Asphalt Approaches	Each	7	150.00	1,050.00
Geotextile Fabric in Drains	Sq. Yd.	190	2.00	380.00
Loose Riprap, Class 700	Cu. Yd.	150	20.00	3,000.00
Delineators, Type 2	Each	8	22.00	176.00
Delineators, Type 4	Each	4	22.00	88.00

STRUCTURE

Bridge Removal Work	Lump Sum	All	Lump Sum	5,500.00

Bridge No. 11815A - Alt. "A"

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	3,000.00

Structure Excavation	Cu. Yd.	190	19.00	3,610.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	26,000.00
Reinforcement	Lump Sum	All	Lump Sum	7,056.00
90/95 Prestressed Box Beams	Each	8	8,787.50	70,300.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	154	54.00	8,316.00
Metal Rail with Tubing	Lin. Ft.	200	43.50	8,700.00
				$ 229,050.50

ANTICIPATED ITEMS

Roadside Seeding and Mulching	All Required	$ 600.00
	Subtotal	$ 229,650.50
	Engineering	31,002.50
	Total	$ 260,653.00

Length of Structure ----------------- 0.018 mi.

Federal Funds (80%)	$ 208,522.00
County Funds	52,131.00
TOTAL	$ 260,653.00

Group 1: 100%
Contract No. 9974
Prefix: 236-1987 P.E.
236-1095 Const.

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	3	125.00	$	375.00

WH:me

PROJECT MANAGER'S WEEKLY REPORT

OREGON STATE
HIGHWAY DIVISION

FOR CONSTRUCTION
AND BRIDGE PROJECTS

WEEK ENDING February 8, 1986

NAME OF JOB (SECTION) Willamina Creek Bridge

CONTRACT NUMBER 9975

HIGHWAY FAS-A563(Ft. Hill Rd.)

COUNTY Yamhill

FEDERAL AID PROJECT NUMBER RS-A563(2)

CONTRACTOR Holm II

KIND OF WORK Grading, Paving & Structure

DATE OF CONTRACT Mar. 12, 1985

CURRENT PROJECT AUTHORIZATION: $ 490,657.10

ENGINEERING AUTHORIZATION: $ 38,906.73

DATE OF FIRST NOTIFICATION April 22, 1985

ESTIMATED TOTAL PROJECT COST: $ 466,500.00

ENGINEERING TO DATE: $ 39,626.39

ESTIMATED COMPLETION DATE Complete

ESTIMATED PERCENT: OVERRUN UNDERRUN %

ENGINEERING PERCENT EXPENDED 102 %

PERCENT CONTRACT COMPLETE BASED ON AUTHORIZATION 100 EST COST 100

UNIT	SPEC COMPL DATE DAY COUNT ENDS	DAYS AVAIL	DAYS USED	% TIME USED	ANTICIPATED COMPL DATE	DATE OF SECOND NOTIFICATION
A	11-01-85	220	215	98	Complete	10-25-85
B	12-20-85	5	4	80	Complete	12-19-85

DATE OF THIRD NOTIFICATION

ESTIMATED SEMI-FINAL DATE Feb. 7, 1986

AVERAGE FORCE ON PROJECT THIS WEEK SUPERVISORS 0 WORKERS 0

BR 11755A	Clearing	Drainage	Grading	Base	Pavement		
100 %	100 %	100 %	100 %	100 %	100 %	%	%

ROADWORK QUANTITIES	Grading	Base	Paving			
CONTRACT QUANTITY	5,830 CY	4,380 CY	925 CY			
CORRECTED QUANTITY	5,382 CY	4,167 CY	931 CY			
PERFORMED TO DATE	5,382 CY	4,167 CY	931 CY			
PERCENT COMPLETE	100	100	100			

SUMMARY OF SIGNIFICANT ACTIVITIES AND MAJOR ACCOMPLISHMENTS FOR THE WEEK

No Activity

VISITORS TO PROJECT:

PROJECT STATUS UP TO AND INCLUDING THIS WEEK

Project complete.

SIGNIFICANT ACTIVITIES OR ACCOMPLISHMENTS ANTICIPATED NEXT WEEK

No Activity

SIGNED William H. Piete LOCATION Salem

SUBMIT ORIGINAL AND 2 COPIES TO CONSTRUCTION, 1 COPY TO REGION, 1 COPY TO FILE

9974

Mike Shultz c

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 5, 1986

FEDERAL AID PROJECT NO. BROS-3600(4)

MILL CREEK (LOWER MILL CREEK ROAD) BRIDGE SEC.
COUNTY ROAD
YAMHILL COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
BRIDGE (BR. #11815A) STA. 19+56 TO STA. 20+50)

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Structure Excavation	19.00	190	3,610.00	290	5,510.00
Reinforced Concrete Brg End Panels	54.00	154	8,316.00	160	8,640.00
Type 1 Fence (PA #3A)	4.00	---	---	512	2,048.00
Structural Concrete	85.00	---	---	3	255.00
			$51,171.00		$57,248.00

Increase	$ 6,077.00
Subtotal from estimate of March 19, 1985	229,650.50
Subtotal	$ 235,727.50
Engineering	35,358.50
Total	$ 271,086.00

Length of Structure	0.018 mi.
Federal Funds (80%)	$ 216,868.00
County Funds	54,218.00
Total Funds	$ 271,086.00

NONPARTICIPATING STATE WORK

Single Mailbox Supports	Each	3	125.00	$ 375.00

Group 1 100%
Contract No. 9974
Prefix: 236-1987 P.E.
Prefix: C09974
Appn Code: 114
RLC:bkb

9774

c

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

February 4, 1986

IN REPLY REFER TO
HAM.I-OR/120.3

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Building
Salem, Oregon 97310

NOTED
V.E. SKOOG

Dear Mr. Rulien:

Final Voucher Payment

The following voucher has been approved for payment in the amount submitted:

PE 236-1987 BROS 3600(2) $0.00 Mill Creek (Mill Creek Road) Bridge Section

Sincerely yours,

Original Signed By
G. W. GRAY
Financial Manager

Dale E. Wilken
Division Administrator

RECEIVED
FEB 4 1986
HIGHWAY ACCOUNTING

NOTED
F.R. GRIFFIN

9974

COPY

HOLM II, INC.
General Contractors – Bridge Construction
WOMAN OWNED
P.O. Box 453 • Stayton, Oregon 97383 • (503) 769-2649

LINDA HOLM, President
DENNIS HOLM, Vice President

November 26, 1985

CERTIFIED MAIL

Reid-Wolf, Inc.
643 S. Bridge Street
Sheridan, Oregon 97378

Attn: Arthur W. Reid, President

Re: Payment For Materials
Mill Creek (Lower Mill ~~Ck. Rd.~~) Bridge
O.S.H.D. Contract No. 9974

It has been brought to our attention that you have not been paid for bedding rock and fill material for the Mill Creek Bridge project. Please find enclosed our check #2813, in amount of $828.50. This check represents full payment for materials ordered and placed by our subcontractor, Davison Dozing & Construction, Inc.

Please accept our apology for the delay of this payment to you; we understood all bills were paid by our subcontractor.

Very truly yours,

Linda Holm

Linda Holm
President

LH/lh

RECEIVED
WILLIAM H. PIETE, P.E.
NOV 27 1985
PM ☐ APM ☒ APM ☐ OM ☐ CS ☐

№ 2813 96-164/1232

HOLM II, INC. WOMAN OWNED
EQUAL OPPORTUNITY EMPLOYER
P.O. BOX 453 769-2649
STAYTON, OR 97383

WESTERN SECURITY WESTERN SECURITY BANK
SANTIAM VALLEY OFFICE
LYONS, OR 97358

PAY EIGHT HUNDRED TWENTY EIGHT & 50/100****** DATE NOVEMBER 26, 1985 $ 828.50

TO THE
ORDER
OF

REID-WOLF, INC.
643 S. BRIDGE STREET
SHERIDAN, OREGON 97378

Linda Holm

⑈002813⑈ ⑆123201647⑆ 13 00231 6⑈

COPY

Director:
William A. Gille
ext. 446
Roadmaster:
Lloyd H. May
ext. 447

YAMHILL COUNTY
Department of Public Works
2060 Lafayette Ave., McMinnville, OR 97128

PHONE 503-472-9371

[illegible] to
Contract [illegible]

November 19, 1985

Oregon Department of Transportation
P.O. Box 14030
Salem, Oregon 97310

Attention: Bill Piete

Dear Mr. Piete:

Please find attached the construction lien that we discussed yesterday on the telephone. As I understand it you will process it and take the appropriate steps to attach the bond of Davison Construction until the matter is resolved.

Thank you for your assistance on this matter.

Sincerely,

William A. Gille

William A. Gille P.E.
Director of Public Works

cc: Daryl Garrettson, County Counsel

letters2:lien.fw

Copy of attached lien provided to
Dennis Holm of Holm II in person.
Roger Oaks 11/25/85

RECEIVED
WILLIAM H. PIETE, P.E.
NOV 22 1985
PM ☒ APM ☐ ~~APM~~ Insp ☒ OM ☐ CS ☐

FORM No. 1163—CONSTRUCTION LIEN—Any Contractor Except an Original Contractor.
. If claimant is an original contractor, use Form No. 1161.

STEVENS-NESS LAW PUB. CO., PORTLAND

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor, transported or furnished materials and/or rented equipment under a contract between claimant and DAVISON CONSTRUCTION *who was the* ☒ *original contractor,* ☐ *subcontractor,* ☐ *construction agent or* ☐ *other person (indicate which) having charge of the construction of that certain improvement known as* LOWER MILL CREEK BRIDGE IMPROVEMENT *situated upon certain land in the County of* YAMHILL*, State of Oregon, which is the site of said improvement, described as follows:*

RECONSTRUCTION OF THE BRIDGE

The address of said improvement, if known (if unknown, so state) is LOWER MILL CREEK ROAD OUTSIDE OF *in the City of* SHERIDAN*, in said county and state.*

The name of the owner or reputed owner of said land is YAMHILL COUNTY*, who at all times herein mentioned had knowledge of the construction of said improvement.*

The name of the person by whom claimant was employed or to whom he furnished said materials and for whom he performed said labor and/or rented equipment is DAVISON CONSTRUCTION

Claimant commenced his performance of said contract on AUGUST 6, *19*85, *and completed same on* AUGUST 6, *19*85, *after which he ceased to provide labor, transport or furnish materials and/or rent equipment.*

A Notice of Right to Lien in the form required by ORS 87.023 was delivered in person or delivered by registered or certified mail, to said owner on NOVEMBER 4, *19*85, *and this lien covers only those materials and that labor provided after a date which is 10 days before said Notice of Right to Lien was delivered or mailed (if construction was commenced after January 1, 1982 and before October 15, 1983) OR 8 days not including Saturdays, Sundays and other Holidays as defined in ORS 187.010 before said Notice of Right to Lien was delivered or mailed (if construction was commenced after October 14, 1983).*

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

The reasonable value of claimant's labor, materials and equipment is:

Labor	$
Materials	$ 828.50
Equipment	$
	$
Recording fees	$ 9.50
Total	$ 838.00
Less all just credits and offsets	$ —
Balance due claimant	$ 838.00

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with the land that may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter and the singular includes the plural, as the circumstances may require.

Dated NOV 4, 19 85

Claimant

for the time and place of recording to make this lien a valid claim, see quotation from ORS 87.035 on next page.

— OVER —

NOTE: THIS FORM IS TO BE USED ONLY FOR CONSTRUCTION COMMENCED AFTER JANUARY 1, 1982.

STATE OF OREGON, County of YAMHILL *ss.*

I, ARTHUR W. REID *, being first duly sworn, depose and say: that I am the* same *claimant named in the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct as I verily believe.*

CHRISTINE M. FOX

Subscribed and sworn to before me this 4th *day of* November *, 1985*

Christine M. Fox

(Seal) *Notary Public for Oregon. My commission expires* 6-10-88

ORS 87.005: "'Original contractor' means a contractor who has a contractural relationship with the owner"; a subcontractor does not.

The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement, or some part thereof, is situated."

NOTICE TO THE OWNER of the land described in the foregoing copy of claim of lien:

Please be advised that the original claim of lien of which the foregoing is a true copy was filed and recorded in the office of the recording officer of .... County, Oregon, on ...., 19......

Arthur W Reid

Claimant

ORS 87.039 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall mail to the owner and to the mortgagee a notice in writing that the claim has been filed. A copy of the claim shall be attached to the notice. The notice shall be mailed not later than 20 days after the date of filing. * * *"

CLAIM OF
CONSTRUCTION LIEN
OTHER THAN ORIGINAL CONTRACTOR
(Form No. 1162)

....
Lien Claimant

....
Owner

AFTER RECORDING RETURN TO

STATE OF OREGON,
County of .... } *ss.*

STATE OF OREGON)
) ss. 08435
County of Yamhill)

I hereby certify that the within was received and duly recorded by me in Yamhill County records:

FILED
YAMHILL COUNTY, OREGON
1985 NOV -4 PM 2:55
CHARLES STERN
COUNTY CLERK

gc

By .... *Deputy*

NOTICE OF THE RIGHT TO LIEN WARNING

WARNING: READ THIS NOTICE. PROTECT YOURSELF FROM PAYING ANY CONTRACTOR OR SUPPLIER TWICE FOR THE SAME SERVICE.

Date of mailing: NOVEMBER 4, 1985

To: YAMHILL COUNTY
OWNER
5th & EVANS, McMINNVILLE, OREGON 97128
OWNER'S ADDRESS

This is to inform you that REID, WOLF, INC., ARTHUR W. REID
has begun to provide FILL MATERIAL, BEDDING ROCK

(description of materials, labor or services) ordered by DAVISON CONSTRCTION
for improvements to property you own. The property is located at:
LOWER MILL CREEK ROAD BRIDGE JUST WEST
OF SHERIDAN, OREGON

A lien may be claimed for all materials, labor and services furnished after a date that is 8 days, not including Saturdays, Sundays and other holidays, as defined in ORS 187.010 before this notice was mailed to you.

Even if you or your mortgage lender have made full payment to the contractor who ordered these materials or services, your property may still be subject to a lien unless the supplier providing this notice is paid.

THIS IS NOT A LIEN. It is a notice sent to you for your protection in compliance with the construction lien laws of the State of Oregon.

This notice has been sent to you by:

Name: REID, WOLF, INC., PRESIDENT, ARTHUR W. REID
Address: 643 S. BRIDGE STREET, SHERIDAN, OREGON 97378 *Phone:* 503-843-2191

IF YOU HAVE ANY QUESTIONS ABOUT THIS NOTICE, FEEL FREE TO CALL US.

IMPORTANT INFORMATION FOR YOUR PROTECTION

Under Oregon's laws, those who work on your property or provide materials and are not paid have a right to enforce their claim for payment against your property. This claim is known as a construction lien.

If your contractor fails to pay subcontractors, material suppliers or laborers or neglects to make other legally required payments, the people who are owed money can look to your property for payment, EVEN IF YOU HAVE PAID YOUR CONTRACTOR IN FULL.

The law states that all people hired by a contractor to provide you with materials, labor or services must give you a notice of the right to lien to let you know what they have provided.

WAYS TO PROTECT YOURSELF ARE:

- *RECOGNIZE that this notice of delivery of materials, labor or services may result in a lien against your property unless all those supplying a notice of the right to lien have been paid.*
- *LEARN more about the lien laws and the meaning of this notice by contacting the Builders Board, an attorney or the firm sending this notice.*
- *ASK for a statement of the labor or materials provided to your property from each party that sends you a notice of the right to lien.*
- *WHEN PAYING your contractor for materials, labor or services, you may make checks payable jointly to the contractor and the firm furnishing materials, labor or services for which you have received a notice of the right to lien.*
- *OR use one of the methods suggested by the "Information Notice to Owners." If you have not received such a notice, contact the Builders Board.*
- *GET EVIDENCE that all firms from whom you have received a notice of the right to lien have been paid or have waived the right to claim a lien against your property.*
- *CONSULT an attorney, a professional escrow company or your mortgage lender.*

NOTE: THIS FORM TO BE USED ONLY FOR CONSTRUCTION COMMENCED AFTER JANUARY 1, 1982.

FORM No. 1159
Stevens-Ness Law Pub. Co
Portland, OR 97204 OA

7974

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-24-85

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-3600(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 1/12/84 To: 2/12/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$40,433.14	$40,433.14	80%	$32,346.51	$32,346.51	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed: the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller 7/24/85
Authorized Officer *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	MILL CREEK(MILL CREEK ROAD) BRIDGE SECTION **COUNTY ROAD** **Yamhill County**					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$40,433.14	
	Total Project Cost				40,433.14	
	Prepared based on Participating Cost as shown on the Federal Billing as of 6/20/85.					
	AMOUNT CARRIED FORWARD					

```
          236   1964    926      00 P 1                                              4,828.51
          236   1964    927      00 P 1                              431.59          8,354.90
          236   1964    929      00 P 1                            1,005.85          1,005.85
                        TOT         P1                                              29,840.84
                           ** JOB TOTALS **                **                   **  29,840.84  **

 MILL CREEK(MILL CR RD) BR    CONT NO     * FA PROJ NOS BROS3600002 100                                 STATE
          236   1987    296      00 N 9                           19,068.75CR       31,200.00CR
          236   1987    298      00 N 9                           19,068.75         31,200.00
          236   1987    901      00 P 1  Project manager 0CR         318.08         12,871.~~67~~ 69
          236   1987    905      00 P 1                            3,505.47          4,652.94
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                JUNE 1985       PAGE  986
                                                                          FISCAL         GRAND TOTAL
        DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                               236   1987    906      00 P 1                       2,595.46          3,595.84
                               236   1987    909      00 P 1                         668.23          1,494.40
                               236   1987    913      00 P 1                         415.27            426.98
                               236   1987    918      00 P 1                                           127.10
                               236   1987    920      00 P 1                         121.73            121.73
                               236   1987    921      00 P 1        62.62CR          321.00            321.00
                               236   1987    922      00 P 1                          18.64             18.64
                               236   1987    923      00 P 1                          88.11             88.11
                               236   1987    926      00 P 1                       1,082.65          3,254.35
                               236   1987    927      00 P 1                      10,858.96         10,858.96
                               236   1987    929      00 P 1                       1,407.22          1,407.22
                               236   1987    932      00 P 1        23.73CR           71.42             71.42
                               236   1987    933      00 P 1                                            98.33
                               236   1987    937      00 P 1                         440.86          1,018.43
                               236   1987    950      00 P 1       438.59CR          438.59CR
                                             TOT         P1        525.34CR       21,474.51         40,433.~~13~~ 14
                                                ** JOB TOTALS **   525.34CR**     21,474.51   **    40,433.~~13~~ 14  **

 DEER CR (SMITHVILLE)BR     CONT NO       FA PROJ NOS BROS3600005 100                                           STATE
                               236   1994    296      00 N 9     1,651.03CR        1,651.03CR        1,651.03CR
                               236   1994    298      00 N 9     1,651.03          1,651.03          1,651.03
                               236   1994    901      00 P 1     2,051.43          4,115.22          4,115.22
                               236   1994    918      00 P 1         4.87              4.87              4.87
                                             TOT         P1      2,056.30          4,120.09          4,120.09
                                                ** JOB TOTALS ** 2,056.30   **     4,120.09   **     4,120.09   **

 UPRR XNG-LAGRAND/BAKER HY  CONT NO     * FA PROJ NOS M   4950001 100                                           STATE
                               301   1961    295      00 N 9                                           251.03
                               301   1961    296      00 N 9                                         1,381.58CR
                               301   1961    298      00 N 9                                         1,130.55
                               301   1961    901      00 P 1                                           143.48
                               301   1961    905      00 P 1                                           401.59
```

March 20, 1985

CON 5

#9974

Holm II, Inc.
P. O. Box 453
Stayton, OR 97383

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9974 for work on the Mill Creek (Lower Mill Creek Road) Bridge Section of County Road in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
William Piete

HOLM II, INC.
General Contractors – Bridge Construction
WOMAN OWNED
P.O. Box 453 • Stayton, Oregon 97383 • (503) 769-2649

LINDA HOLM, President
DENNIS HOLM, Vice President

March 11, 1985

Mr. Robert Gormsen
Commission Service
Room 121
Transportation Building
Salem, Oregon 97310

Re: Mill Creek (Lower Mill Creek Road) Bridge
Yamhill County
Bid Date: March 7, 1985
DBE Goals

Holm II, Inc. intends to use the following firms to meet the DBE goals for the above referenced project:

Arrow Brothers Corp.
AGC Center, No. 310
9450 SW Commerce Circle
Wilsonville, Oregon 97070

ITEM		UNIT	AMOUNT
15.	Guardrail Type 2A	18.00	2,250.00
16.	Guardrail Type 3	27.50	2,750.00
17.	Guardrail Anchor Type 1	325.00	975.00
18.	Rail End Pcs. Type B	40.00	40.00
19.	Rail End Pcs. Type C	80.00	240.00
20.	Type 1 Fence	12.00	720.00
24.	Delineators, Type 2	21.00	168.00
25.	Delineators, Type 4	12.00	48.00
			$7,191.00

Respectfully submitted,

Linda Holm

Linda Holm
President

/lh

RECEIVED
MAR 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

EQUAL OPPORTUNITY EMPLOYER

- 7774

- 2550

March 14, 1985

PRO

Yamhill County Board
of Commissioners
5th & Evans Street
McMinnville, OR 97218

Attn: Mr. William Gille
County Engineer

RE: Mill Creek (Lower Mill Creek Road) Bridge
Project No. BROS-3600(4)
Yamhill County

On March 7, 1985 the State Highway Division received a satisfactory bid from Holm II, Inc., P.O. Box 453, Stayton, Oregon 97383, on the subject project.

This project is a Highway Bridge Replacement (HBR) Project and as per our Agreement No. 7964 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction cost as computed below:

Contractors Bid		$229,425.50
Anticipated Items		600.00
SUBTOTAL		$230,025.50
Contingencies (4-1/2%)		10,351.15
Engineering (9%)		20,702.30
Total Construction Cost		$261,078.95
Estimated P.E. & R.W. Cost		42,300.00
Less Free Br. Design and Specs.		(10,000.00)
Less Federal Funds 80%		(234,703.16)
Less County's Advance Deposits		
P.E. AD #84-17	$ 5,800	
Const. (65%) AD #85-16	37,800	(43,600.00)
COUNTY'S REMAINING BALANCE DUE		$ 15,075.79
ADVANCE DEPOSIT ROUNDED		$ 15,100.00

CK
RECEIVED 3-28-85
MKS

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $15,100 by March 29, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachments
bcc: w/AD #85-22 Rick Sjolander, Region 2
Vern Skoog - Please return completed AD #85-22 when advance deposit is received.

9974

February 21, 1985

FRO

Yamhill County Board
of Commissioners
Courthouse
5th & Evans Street
McMinnville, OR 97128

Attn: Mr. William Gille
County Engineer

RE: Mill Cr. (Lower Mill Cr. Rd.) Br.
Project No. BROS-3600(4)
Yamhill County

On March 7, 1985 a bid will be taken by the Highway Division on the subject project. This project is a Highway Bridge Replacement (HBR) Project and as per Agreement No. 7964 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below.

Estimated Total Construction Cost	$290,886.00
Less Federal Funds (80%)	(232,708.80)
County's Share	(58,177.20)
65% County's Share & Advance Deposit	$ 37,800

We will award the contract when we receive your advance deposit in the amount of $37,800 and the DBE/WBE Goals have been cleared. You may use one of the three options for payment described in the attachments.

CK
RECEIVED
3-12-85

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

MKS:pf
Attachments

bcc w/AD #85-16: Rick Sjolander, Region 2
Vern Skoog - Please return completed AD #85-16 when advance deposit is received.

CON 19-1
Mill Cr.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3600(4)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

2-2-85

4. PROGRAM NO.

5. ITEM NO. 40113

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
2/25

7. DATE AUTHORIZATION EFFECTIVE 2/13/85

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Mill Creek (Lower Mill Creek Road) Bridge #11815-412-00000

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 2/11/85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $300,000; Federal Funds $240,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 2/7/85 that provision of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 2/2/85

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7774

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 2036
Yamhill Co.

1-28-85

Attention: Right-of-way Section

Subject: Federal Aid Project No. BROS-3600(2) Prefix 236-1987

Project Name Mill Cr. (Mill Cr. Rd.) Br. #11815C

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

NA 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ____________, Oregon, this ____ day of __________, 19__

OSHD acquired

Certified By: Douglas J. Lutt
Regional Right-of-Way Supervisor
Date 1-28/85

County of ________________
by William A. Gille
Director of Public Works
County Judge/Chairman

____
Commissioner

____
Commissioner

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

9974

Section Mill Creek (wer Mill Cr. Rd.) Bridge Programming Estimate $ 350,000

Highway County Road Project Length 0.20 mile

County Yamhill 1-7 [illegible] Completion Time Aug. 31, 1985

Kind of Work Grading, Paving & Structure Est. Comp. Date —

Prefix 236-1987 Letting Date Mar. 7, 1985 Project No. BROS-3600(4)

RECV'D 1/9/85 @ 3:45 PM JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ Alt. A = *255,688^{00} Alt. B = *266,027^{00}

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching	600^{00}	$ 600^{00}
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		

Subtotal $ Alt. A = *256,288^{00} Alt. B = *266,627^{00}

Contingencies (4-1/2%) . . . . Alt. A = *11,532^{96} Alt. B = *11,998^{22}

Engineering (8, [✓ 9], 10%) . . . . Alt. A = *23,065^{92} Alt. B = *23,996^{43}

Subtotal $

Credit for ________ . . . . . . ________

Estimated Net Authorization, Construction . . . . $ Alt. A = *290,886^{88} Alt. B = *302,621^{65}

APPROVED

____
Road Design Engineer

* Rev. 1-9-85

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Mill Creek (Lower Mill Cr. Rd.) Bridge		COUNTY Yamhill	SHEET 1 OF
KIND OF WORK Grading, Paving & Structure	KEY NUMBER	LENGTH 0.20 mile DATE 12-19-84	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	[illegible] ANALYSIS UNIT. 1-2-85					
	[illegible] ENGINEERING ESTIMATE IS PRICED FOR LETTING 2-28-85					
	Mobilization		Lump Sum	All	Lump Sum	20,000
	Temporary Protection and Direction of Traffic		Lump Sum	All	Lump Sum	7,000^{00}
	Temporary Signs		Sq. Ft.	165	6-	990
	Temporary Barricades		Each	12	70-	840
	~~Flaggers~~		~~Hour~~			
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	Lump Sum	1,000
	~~Removal of Structures and Obstructions~~		~~Lump Sum~~	~~All~~	~~Lump Sum~~	
	Embankment in Place		Cu. Yd.	3,630	5^{50}	19,965
	Trench Excavation		Cu. Yd.	* 35 ~~20~~	20	* 700
	Finishing Roadbed and Slopes		Lump Sum	All	Lump Sum	1,000
	Watering		M-Gal.	250	10	2,500
	1"-0 Aggregate Base		Ton	3,500	6	21,000
	Class "B" Asphalt Concrete		Ton	330	34	11,220

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION: Mill Creek (Lower Mill Cr. Rd.) Bridge
COUNTY: Yamhill
SHEET 2 OF
KIND OF WORK: Grading, Paving & Structure
KEY NUMBER:
LENGTH: 0.20 mile
DATE: 12-19-84
NAME: McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	15-inch Culvert Pipe		Lin. Ft.	6	40	240
	8-inch Drain Pipe		Lin. Ft.	290	5	1450
	Gravel in Drains		Cu. Yd.	50	15	750
	Guard Rail, Type 2A		Lin. Ft.	125	15	1875
	Guard Rail, Type 3		Lin. Ft.	100	30	3000
	Guard Rail Anchors, Type 1		Each	3	350	1050
	Rail End Pieces, Type B		Each	1	70	70
	Rail End Pieces, Type C		Each	3	85	255
	Type 1 Fence		Lin. Ft.	60	10	600
	Extra for Asphalt Approaches		Each	7	175	1225
	Geotextile Fabric in Drains		Sq. Yd.	190	2	380
	Loose Riprap, Class 700		Cu. Yd.	150	20	3000
	Single Mailbox Supports		Each	3	150	450

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Mill Creek (Lower Mill Cr. Rd.) Bridge		COUNTY Yamhill	SHEET 3 OF
KIND OF WORK Grading, Paving & Structure	KEY NUMBER	LENGTH 0.20 mile / DATE 12-19-84	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	Bridge Removal Work		Lump Sum	All	Lump Sum	10,400.00
	Bridge No. 11815 A - Alt. "A"					
	Shoring, Cribbing, Etc.		Lump Sum	All	Lump Sum	* 4,000.00
	Structure Excavation		Cu. Yd.	190	* 12-	* 2,280.00
	Structural Concrete, Class 3300		Lump Sum ~~Cu. Yd.~~	All ~~130~~	Lump Sum ~~220-~~	* 30,550.00
	Reinforcement		Lump Sum ~~Lb.~~	All ~~16,800~~	Lump Sum ~~042~~	* 8,400.00
	90/95 Prestressed Box Beams		Each	8	10,340-	82,720
	Reinforced Concrete Bridge End Panels		Sq. Yd.	154	57-	8778
	Metal Rail with Tubing		Lin. Ft.	200	40-	8000

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Mill Creek (Lower Mill Cr. Rd.) Bridge		COUNTY Yamhill		SHEET 4 OF
KIND OF WORK Grading, Paving & Structure	KEY NUMBER	LENGTH 0.20 mile	DATE 12-19-84	NAME McGill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Bridge No. 11815 A — Alt. "B"					
	Shoring, Cribbing, Etc.		Lump Sum	All	Lump Sum	* 4,000 00
	Structure Excavation		Cu. Yd.	226	* 12-	* 2,712 00
	Structural Concrete, Class 3300		Lump Sum ~~Cu. Yd.~~	All ~~172~~	Lump Sum ~~220~~	* 40,420 00
	Structural Concrete, Class 4500		Lump Sum ~~Cu. Yd.~~	All ~~84~~	Lump Sum ~~240~~	20 160 00
	Reinforcement		Lump Sum ~~Lb.~~	All ~~28,100~~	Lump Sum ~~0 42~~	* 14,050 00
	Coated Reinforcement		Lump Sum ~~Lb.~~	All ~~9,500~~	Lump Sum ~~0 65~~	* 6,175 00
	90/95 Bulb Tee Prestressed Beams		Each	5	9,860-	49 300 00
	Reinforced Concrete Bridge End Panels		Sq. Yd.	154	57-	8778 00
	Metal Rail with Tubing		Lin. Ft.	200	40-	8000 00
*	12-inch Culvert Pipe		Lin. Ft.	* 92	* 16-	* 1,472 00

Yamhill County 1843

COURTHOUSE • FIFTH & EVANS • McMINNVILLE, OREGON 97128-4523 • (503) 472-9371

DEPARTMENT OF PLANNING AND DEVELOPMENT

RECEIVED
OCT 17 1984
YAMHILL COUNTY
ROAD DEPARTMENT

October 15, 1984

William A. Gille, Director
Yamhill County Department of Public Works
2060 Lafayette Avenue
McMinnville OR 97128

RE: Docket No. CFP-37-84

Dear Mr. Gille:

In reference to your application for a conditional use floodplain permit to allow replacement of the Mill Creek Bridge on County Road No. 412, we have provided the required public notice and have received no request for a public hearing. The planning staff has also reviewed your application, and finds that it complies with the requirements of the Yamhill County Zoning Ordinance, No. 310, 1982.

Your application is hereby approved.

This decision is based on the findings of fact and conclusionary findings for approval as noted in the enclosed staff memo.

Please bear in mind that approval of this request does not guarantee septic tank or building plans approval, these will have to be approved by the appropriate County departments. Also be advised that this approval is issued for one (1) year, and expires on October 15, 1985 unless substantial construction has taken place before that time.

The Yamhill County Zoning Ordinance, No. 310, 1982, provides for appeal of any action or ruling of the Planning Director to the Board of Commissioners within fifteen (15) days of the decision on a proposed action. Anyone wishing to appeal the Director's decision must file an appeal form, together with a $75.00 fee, with this Department no later than October 30, 1984. If no appeal is filed, the Director's decision will be final and this letter will serve as your official notice of approval of your application.

If you have any questions, please contact this office.

Yours truly,

Lynn Steiger

Lynn Steiger
Planning Director

REGION 2 OFFICE
RECEIVED
RLO ..... FEB 08 1985 RQS .....
RE ..... RCE ..... RME ..... RDM .....
RTS ..... RLS ..... RPC ..... RFS .....
RUS ..... RG ..... RSR ....

LS-RM:vs
cc: Board of Commissioners, Planning Commission, Division of State Lands, Corps of Engrs

[illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3600(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40113

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/24/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Mill Creek (Mill Creek Road) Bridge #11815-412-0000

11. GENERAL DESCRIPTION OF WORK
Right-of-way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 9/12/84 you are authorized to proceed with the acquisition of File Numbers 54038, 54039 and 54040 as shown on R/W map 10C-52-7 at a TEC of $5,000; Federal Funds $4,000.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 8 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 10/4/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9774

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 12, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 40113
Project No. BROS-3600(3)
Mill Creek (Mill Cr. Rd.) Bridge Section
County Road
Yamhill County

Enclosed is data consisting of PR-1 forms, project map, and right-of-way map no. 10C-52-7 for the subject project.

I request authorization to proceed with the actual acquisition of the right-of-way all phases at an estimated total cost of $5,000 with an obligation of $4,000 in Federal funds. The areas to be acquired are as outlined in red on the enclosed right-of-way map and do not involve relocation assistance.

A copy of the State Clearinghouse A-95 review conclusions has been forwarded previously.

CL:pf
Enclosures

cc: J. Boyd
D. Aman
General Files

Form 734-3122

Budget Bureau No. 41-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

9-12-84

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 2.3 mi. E. of Willamina 65	ADT	PRESENT 329	FUTURE (66) (70) - - - -	YEAR (71) (72) - -	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Right of Way Acquisition 62	NATL. FOREST (63) (65)	F/A ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 BROS- 28	NUMBER 7 3600	

CARD 4

CLASS OF FEDERAL FUNDS: Bridge Replacement

COUNTY NAME: Yamhill

NAME OF URBAN AREA 17-31: - - - -

ROUTE NO.: N

FEDERAL-AID: Non

STATE (32): Co. Rd. (36)

U.S. (37): - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS Co.
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)		
5					PE							
5					ROW		"Mill Creek (Mill Cr. Rd.) Bridge Section"	0.1	5,000	4,000	- - - -	1,000
5					CONST (CODE)							

CARD 1	CODE 1	PREPARED BY CL:pf	PROJECT TOTALS	0.1	5,000	4,000	- - - -	1,000
1	14	PROGRAM APPROVAL DATES 10-1-83		(18)	(23)	(24) (30)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-12-84

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 2.3 mi. E. of Willamina		329	- - - -	- -	10	Oregon	41	114	40113

OSED WORK (35 typewriter	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
Way Acquisition								BROS-	3600	(3)		

UNDS: Bridge Replacement

- - - -

COUNTY NAME	CODE
Yamhill	071

ROUTE NO.	FEDERAL-AID	STATE	U.S.
N	Non	Co. Rd.	- - -

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 80%	STATE FUNDS	OTHER FUNDS Co.	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"Mill Creek (Mill Cr. Rd.) Bridge Section"	0.1	5,000	4,000	- - - -	1,000	ROW-60' minimum; Access Control-none; Parking Restrictions None.
CONST (CODE)								
D BY CL:pf		PROJECT TOTALS	0.1	5,000	4,000	- - - -	1,000	

APPROVAL DATES 10-1-83

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48808-P61

MILL CREEK (MILL CR. RD.) BRIDGE SECTION
PROJECT NO. BROS-3600(3)

PROJECT DATA: Work under this project consists of right of way acquisition all phases as required for the future construction necessary to replace the existing structure no. 118150412 on existing alignment.

NOTE: 1) This project is in Congressional District No. 1.

2) Relocation Assistance none involved.

3) Sufficiency rating 19.5.

9974

C

Director:
William A. Gille
ext. 446

Roadmaster:
Lloyd H. May
ext. 447

YAMHILL COUNTY
Department of Public Works
2060 Lafayette Ave., McMinnville, OR 97128

PHONE 503-472-9371

Phillip O. Stearns
Region Federal Aid Specialist
Highway Division
Region 2
2960 State Street
Salem, Oregon 97310

Mill Creek Bridge

Enclosed is on set of drawings 39579, 39402 and 39478 for the subject project. I have reviewed the plans and find no changes or other problems.

The Board of Commissioners have signed the plans pursuant to your request of August 20, 1984. Please let me know if I can be of any further assistance.

Sincerely,

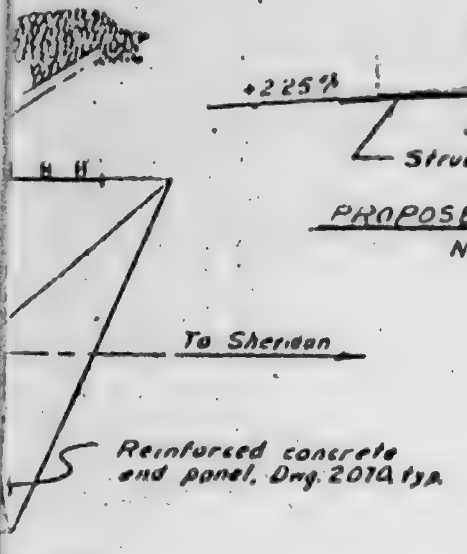
Bill

William A. Gille
Director

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
SEP 07 1984
REFER TO ____________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

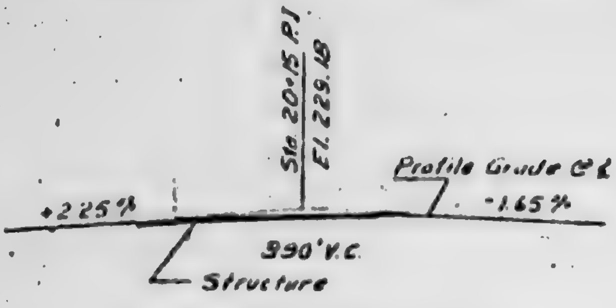
9971

9-5-84

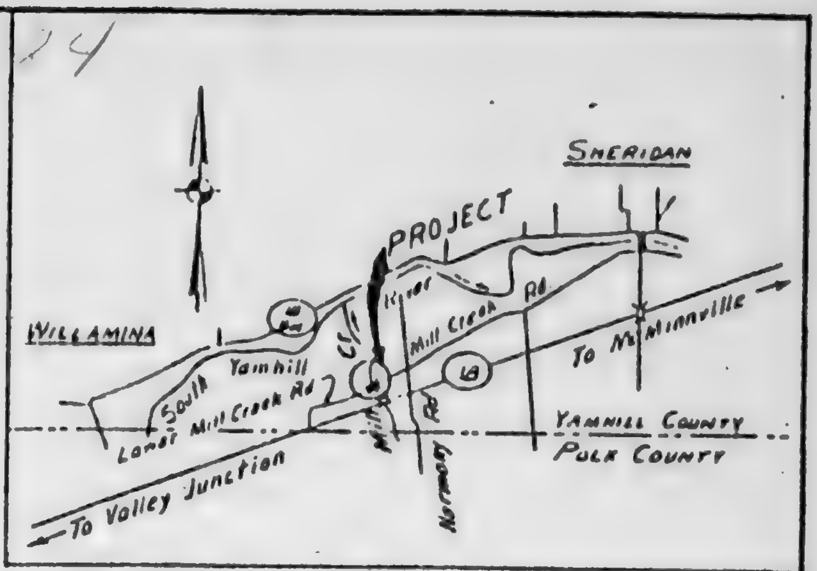

H H
To Sheridan
Reinforced concrete end panel, Dwg. 2070 typ.

...tions for
...f structure

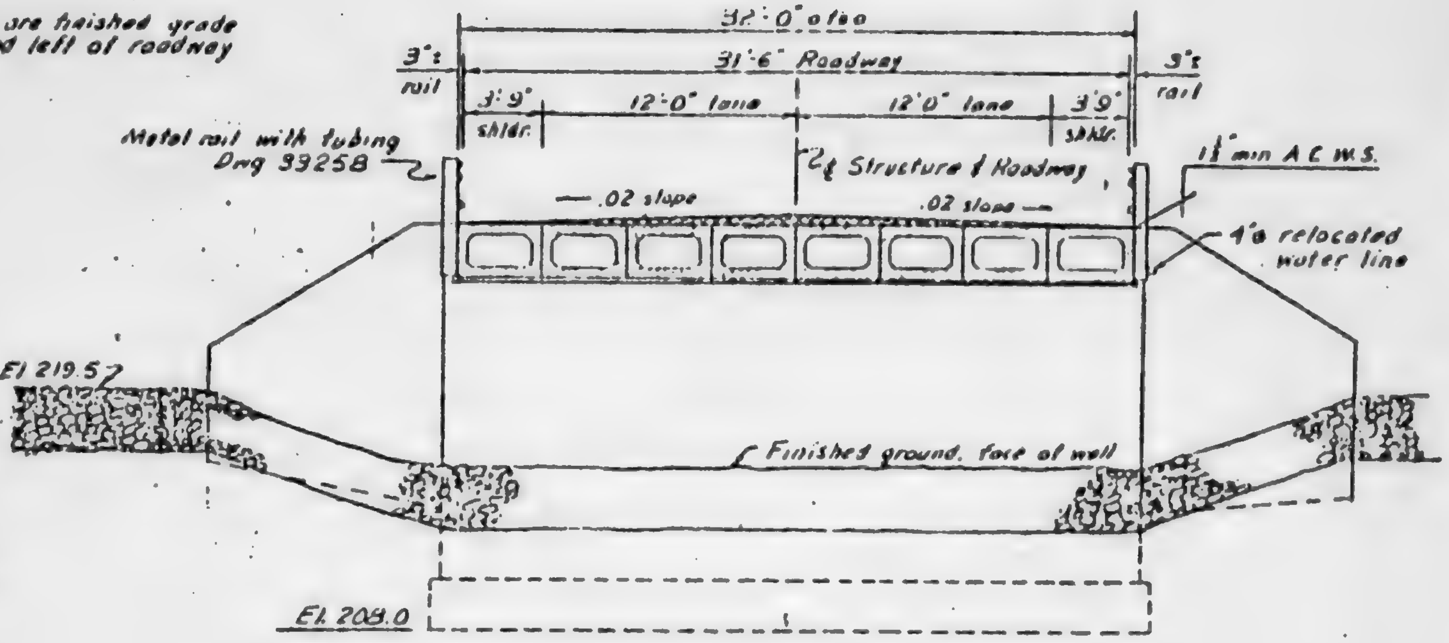
... elevations shown are finished grade
... of bent 16' right and left of roadway


Sta 20+15 P.I.
El. 229.18
Profile Grade ℄
+2.25%
-1.65%
330' V.C.
Structure

PROPOSED GRADE LINE
No Scale


SHERIDAN
PROJECT
WILLAMINA
South Yamhill River
Lower Mill Creek Rd
Mill Creek
Mill Creek Rd
18
To McMinnville
Harmony Rd
YAMHILL COUNTY
POLK COUNTY
To Valley Junction

VICINITY MAP
No Scale


32'-0" o to o
3'± rail
31'-6" Roadway
3'± rail
3'-9" shldr.
12'-0" lane
12'-0" lane
3'-9" shldr.
Metal rail with tubing Dwg 33258
℄ Structure & Roadway
1½" min A.C.W.S.
.02 slope
.02 slope
4"ø relocated water line
El 219.5
Finished ground, face of wall
El. 208.0

...sturbed and fresh
...nt areas with
... of class 700
...rap up to elev. 210.5

... inches of class 700
... rap at the toe of
...cal abutments.

TYPICAL SECTION - (BENT 2)
Scale: 1/8" = 1'-0"

APPROVED Sept. 5, 1984
DATE

COMMISSIONER

Ted Lopuszynski
COMMISSIONER

COMMISSIONER

National Geodetic Vertical Datum of 1929

APPROVED: P.E.
BRIDGE ENGINEER
P.E.
ASST STATE HIGHWAY ENGINEER

DESIGNED H. D. Weesner
DRAWN H. D. W.
CHECKED
REVIEWED
REVIEWED
CALC BOOK 1993

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

MILL CREEK (MILL CREEK RD.) BRIDGE
MILL CREEK BRIDGE SECTION

LOWER MILL CREEK ROAD - YAMHILL COUNTY

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE July 27, 1984
BRIDGE NO. 11815A

SHEET 1 OF
DRAWING NO. 39579

9-7-[illegible]

GEN 19-4
Misc
C&A

AGR

STATE OF OREGON **INTEROFFICE MEMO**

TO: Doug Luth
Region 2 R/W Supervisor

DATE: September 4, 1984

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 254
Mill Cr. Br.
Lower Mill Cr. Rd.
Yamhill County
Misc. C&A 7964

MISC. CONTRACTS and AGREEMENTS No. 17[illegible]

Enclosed are two executed copies of the subject agreement, one to be sent to the County and one for your file.

AE
mp
Enc.

cc: D. O. Christensen, w/c
Local Gov't Programs, w/c
Comm. Serv., w/orig.
Finance, w/c
Title, w/c
Condemnation, w/c
Description, w/c
Fed.-Aid Officer, w/c

12/7/84
mailed in [illegible]
agree

10-4-84 & 11/7
tele. to [illegible]

81-123-1367

9974

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen
Region 2 Engineer

DATE: August 24, 1984 DES 23
11815A

FROM: ORIGINAL SIGNED
K. A. KAMADOLI
Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: Mill Creek (Mill Creek Road) Bridge
Lower Mill Creek Road
Yamhill County
BR 11815A

Attached are two reduced prints of Drawings 39857 through 39860 which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ 99,100
Structure	163,100
20% Engineering & Contingencies	52,440
TOTAL	$314,640

It is planned to call for bids on this section on October 11, 1984. Please make a field review and return one set by September 4, 1984 with your comments and corrections noted.

HOW:jrb

Attachments

cc: Lloyd May, Yamhill County Roadmaster /w/ 2
H. A. Schell, FHWA /w/ 2 + 2 copies of Foundation Report
Specifications /w/ 1 + estimate sheet (unchecked) and designer's notes
Utilities /w/ 1
✓ Program Section
Road Design /w/ 1
Cliff Lehman, Project Manager /w/ 1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 27 1984
REFER TO SHULTZ
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

7974

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen
Region 2 Engineer

DATE: August 15, 1984 DES-23
11815A

ORIGINAL SIGNED
K. A. KAMADOLI

FROM: Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: Mill Creek (Mill Creek Road) Bridge
Lower Mill Creek Road
Yamhill County
BR 11815A

Attached are four reduced prints of Drawings 39579, 39402 and 39478 which are the preliminary plan and elevation and vicinity map for this structure.

Note that concrete bridge approach panels have been included in this project at the request of Yamhill County.

Our present estimate of costs for the proposed contract is $200,000 including 20 percent for engineering and contingencies. Cost for roadwork is not included.

Please use these prints to obtain the approval of Yamhill County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project on October 11, 1984.

HOW:jrb

Attachments

cc: H. A. Schell, FHWA, /w/ 1
Road Design /w/ 1
Program Section /w/ 1
Environment (M. Banks) /w/ 1
Utilities /w/ 1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 16 1984
REFER TO SCHULTZ
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1387

9974

verall Length Of Project-0.20 Mile

7-31-84

MILL CREEK (LOWER MILL CR. RD.) BRIDGE SEC. COUNTY ROAD YAMHILL COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

HBR

F OREGON

TRANSPORTATION

WAY DIVISION

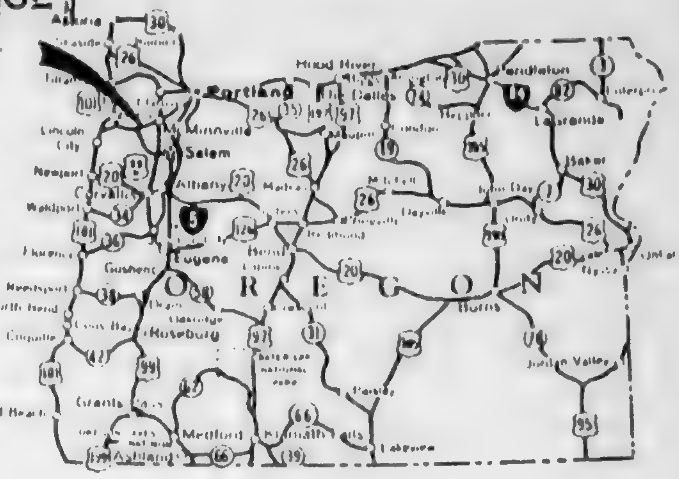
ROPOSED PROJECT

PRELIMINARY COPY
JUL 10 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

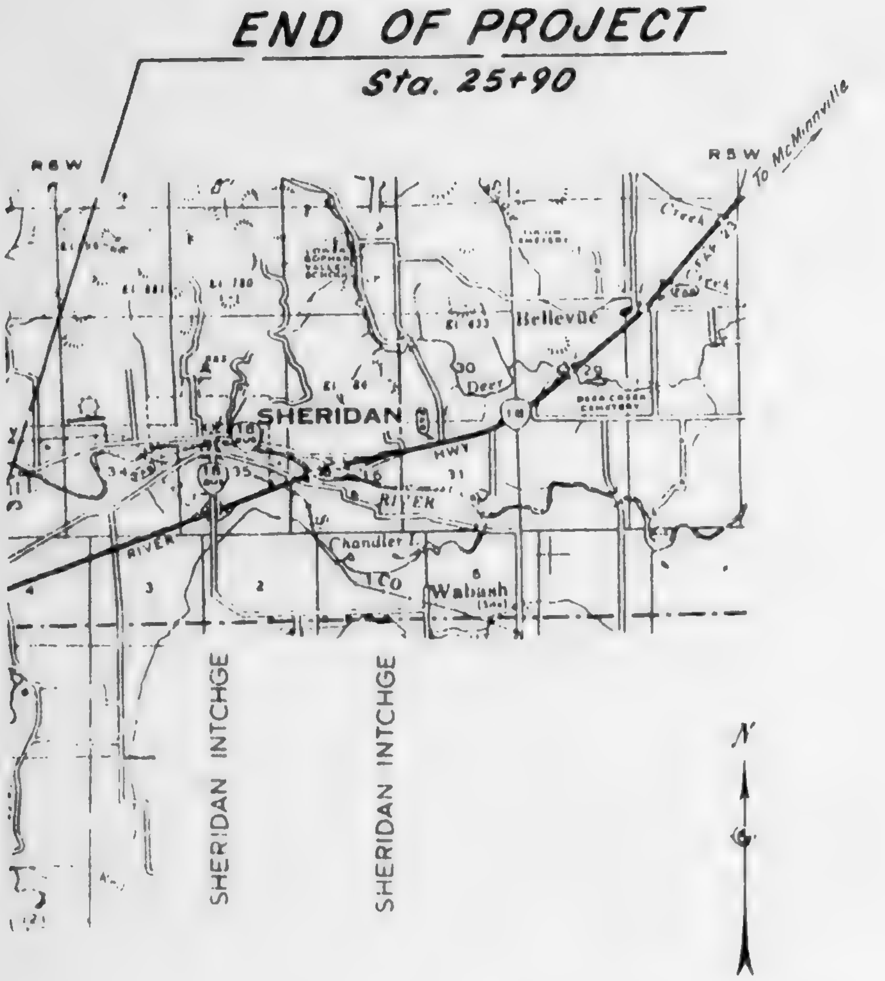
LL CR. RD.) BRIDGE SEC.

TY ROAD

L COUNTY



Portland
Hood River
The Dalles
Pendleton
McMinnville
Salem
Lincoln City
Newport
Albany
Eugene
Florence
North Bend
Coquille
Roseburg
Grants Pass
Medford
Ashland
Burns
Jordan Valley
Lakeview
O R E G O N



END OF PROJECT
Sta. 25+90
R5W
R5W
To McMinnville
Bellevue
SHERIDAN
Deer
HWY
RIVER
Chandler
Wabash
SHERIDAN INTCHGE
SHERIDAN INTCHGE
N

ch Map

1 2 Miles

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED July 30 1984
BOARD OF COMMISSIONERS OF Yamhill COUNTY
BY
COMMISSIONER
Fred Zumwalt
COMMISSIONER
COMMISSIONER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER — DATE

YAMHILL COUNTY
Oregon

"Agenda"

DEPT. OF PUBLIC WORKS
William A. Gille

July 25, 1984

Board of Commissioners
County Courthouse
McMinnville, Oregon 97128

Re: Mill Creek Bridge, Lower Mill Creek Road, County Road #412

Gentlemen:

Attached please find attached two sets of plans for the subject bridge project. I have reviewed them and recommend their approval with one modification. Page 2A, Temporary Protection and Direction of traffic indicates the proposed detour at the Southwest end of the project over a parcel of property currently used as pasture. This office has , in the past contacted this property owner regarding the acquisition of a right of way across this parcel with no success. Condemnation may well be required in this instance. Given that this detour would only be needed and used during the bridge construction (approximately three months), I don't feel that the expense to acquire this property, build the road, and then remove the same road when the new bridge is completed is not warranted.

I therefore recommend that the Board of Commissioners approve and sign the attached plans with the specific recommendation that the proposed detour at the Southwest end of the project be removed from the project.

Sincerely,

William A. Gille

William A. Gille, P.E., P.L.S.
Director
Department of Public Works

WAG/ew

REFERRED TO
.... Mann .... Cone ..1.. Henry / R
.... Eriksen .... Dayton ....
.... Baker .... Anderson ....
.... King .... Bedford .... Lau ....
Return Discuss Do File Due ....
Review of By FINAL DESIGN ENGINEER

Take this down to program sec (Zehner, Dorn, or Sholty) to see if they have seen this and need a copy of it. REM

RECEIVED
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action

7-30-84
#84-455 with modification as recommended by W.G.

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

July 25, 1984

J. H. Versteeg
Road Design Engineer

Files 54038, 54039 and 54040
Mill Creek (Lower Mill Creek Road)
Bridge Section
Lower Mill Creek Road (County Road)
Yamhill County

Attached are descriptions (3 files), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

File 236-1987

STATE OF OREGON **INTEROFFICE MEMO**

REFERRED TO
.... Mann .... Cune 2 Henry 7h
.... Eriksen .... Dayton ....
.... Baker ..... 1 Andersen ARA
.... King .... Bedford .... Lau ....
Return Discuss Do File Due ....
By FINAL DESIGN ENGINEER

TO: Don Adams
Final Design

DATE: July 23, 1984

FROM: for D.O. Christensen
Region II Engineer

_____ Versteeg ....
_____ Anderson ....
1 Adams ....
on Copy Macnab ....
_____ Edwards ....
_____ Terpin ....
Copy Trout __________
_____ Wakarlig __________
Copy Potter

RECEIVED
JUL 24 1984
ROAD DESIGN
SECTION

Do
Ret
Bri
Act

SUBJECT: Mill Creek (Lower Mill Cr Rd) Bridge Section
Lower Mill Creek Road
Yamhill County
Prefix 236-1987

The narrative submitted earlier by this office recommended a detour to access the Salmon River Highway about 0.7 miles southwest of the bridge site. Both the USGS quadrangle and the OSHD Yamhill County maps show a connection between Lower Mill Creek Road and Highway 18 at that area.

Cliff Lehman, Project Manager, recently informed us that no such road exists. There is not even a public right of way at that location. Continuing west, Lower Mill Creek Road parallels the Salmon River Highway. Steel Bridge Road, an additional 1.5 miles west, is the nearest connecting road between Highway 18 and Lower Mill Creek Road.

This project is now scheduled for bids in October of 1984. Assuming work was begun shortly after that, the construction would be concurrent with the school year at Mill Creek Christian School. Using Steel Bridge Road as a leg of the detour would add three miles to the initially proposed detour. Students east of Mill Creek would need to detour a total of five miles when driving to school.

The detour as originally proposed could be used but it would be necessary to obtain an easement. The Millsaps, owners of the property, are not receptive to this idea.

Phil Stearns, Region Federal Aid Specialist, contacted Bill Gille, Yamhill County Engineer, regarding the problems with establishing a detour. Mr. Gille said the County does not want to pursue a condemnation of the Millsap's property. They prefer that the bridge work be done between June 1 and September 1 to minimize impacts to the school. This is a rural area and construction of a detour would not be productive.

Region is now recommending that the project be rescheduled for an April bid letting. Construction during the summer months would comply with the requests by Yamhill County, officials from Mill Creek Christian School, and the Oregon Department of Fish and Wildlife.
It is also doubtful bridge site right of way negotiations could be made in time for an October bid letting.

cc: Pete Fidler
Phil Stearns

81-125-1387

7774

STATE OF OREGON

HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 8

TO: FILES

DATE: June 20, 1984

Natsuko Kibe

FROM: Natsuko Kibe
Hydraulic Specialist

SUBJECT: Mill Creek Bridge #11815
Lower Mill Creek Road
Yamhill County

The proposed project will replace the existing four-span 128.5-foot long, steel pony truss structure. The replacement structure will be on the same horizontal alignment.

HYDROLOGY

Mill Creek is a tributary stream of the South Yamhill River. The drainage area at the project site is approximately 53 square miles.

The record from the following two stream gage stations were statistically analyzed using a log-Pearson Type III statistical distribution: gage number 14193300 on Mill Creek near Willamina (drainage area = 27 square miles) and gage number 14193000 on Willamina Creek near Willamina (drainage area = 65 square miles). The recurrence interval vs. peak discharge relationship for the project site was obtained from the gage data analysis and is listed below.

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	8,900 cfs
50-year	7,800 cfs
25-year	7,100 cfs
10-year	5,900 cfs
5-year	4,900 cfs

During the 1964 flood, the water level reached near elevation 221.0 feet according to the local residents and the Yamhill County Road Department. The roadway east side of the bridge was overtopped and a section of it was washed out. The east bent was also damaged. This flood was estimated to have had approximately a 37-year recurrence interval. Approximately 1.9 feet of backwater was created by the existing structure resulting in the apparent highwater level of 221.0 feet. The 1964 flood at the Mill Creek stream gage station was approximately a 40-year flood.

Contains Recycled Materials

HYDRAULIC DESIGN

The 25-year peak discharge was chosen as the design flood. The design highwater in the natural channel is elevation 218.8 feet. The highwater elevation during a 100-year flood is 220.1 feet.

The existing structure was analyzed and was found to create 1.5 feet of backwater during the design flood. The existing bridge piers are normal to the roadway centerline and not skewed to the direction of the flow. This reduces the hydraulic efficiency of the structure dramatically.

The following two structures were analyzed and are recommended as alternative replacement structures: a spillthrough abutment structure and a vertical abutment structure. The spillthrough abutment structure was assumed to have 1-1/2:1 abutment slopes and two 3-foot wide piers aligned with the stream flow. This replacement should provide 815 square feet of net waterway below the design highwater elevation and will create 0.2 feet of backwater during the design flood and 1.0-foot during a 100-year flood. Figure 1 shows the details of the waterway opening. The vertical abutment structure was assumed to be a single span structure. This structure should provide 815 square feet of waterway below the design highwater elevation and will create no backwater and 0.5 feet of backwater during the design and 100-year floods, respectively. Figure 2 shows the details of the waterway opening for the vertical abutment structure.

RIPRAP

Any disturbed or fresh embankment slopes should be protected with 36 inches of class 700 loose riprap placed on nine inches of filter blanket. The protection should cover up to elevation 219.5 feet. The toe of the verical abutments should be protected with 18 inches of class 100 loose riprap.

NK:ge
Attachments

cc w/att Frank Terpin
Don Adams
Walt Hart
Jack Davis
Duane Christensen
Gary Potter
Herb Schell, FHWA

PROGRAM SECTION
JUN 22 '84

Manager	
Resource Unit	
Project Unit	JLG ✓
Program Unit	

REFER TO Loc Gov.
Circle one R/D D/R
Act Dine [✓ Info] File

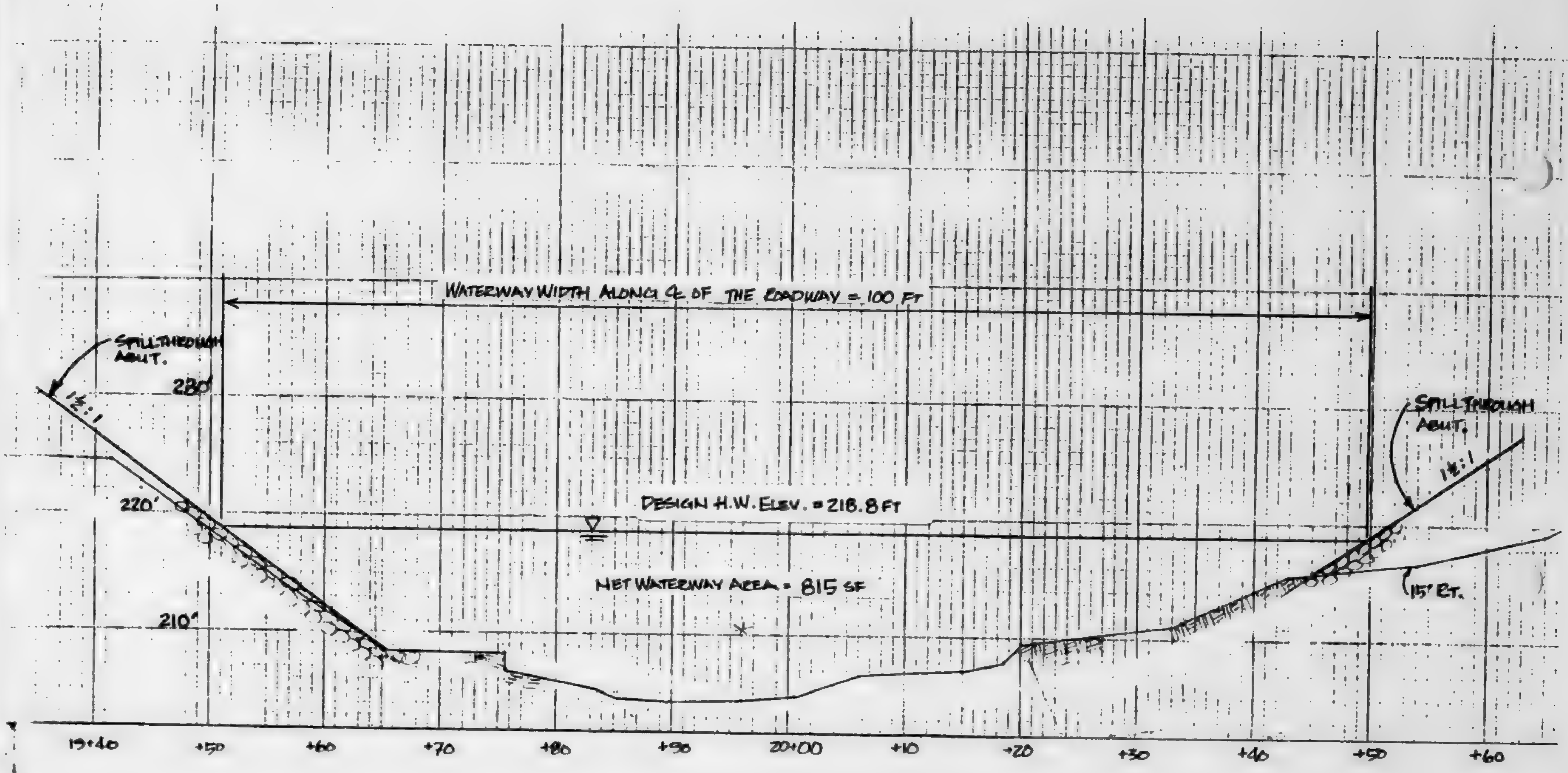

WATERWAY WIDTH ALONG ℄ OF THE ROADWAY = 100 FT
SPILLTHROUGH ABUT.
1½:1
230'
220'
210'
DESIGN H.W. ELEV. = 218.8 FT
NET WATERWAY AREA = 815 SF
SPILLTHROUGH ABUT.
1½:1
15' RT.
19+40
+50
+60
+70
+80
+90
20+00
+10
+20
+30
+40
+50
+60

FIGURE 1. MILL CREEK BRIDGE
SPILLTHROUGH ABUTMENTS

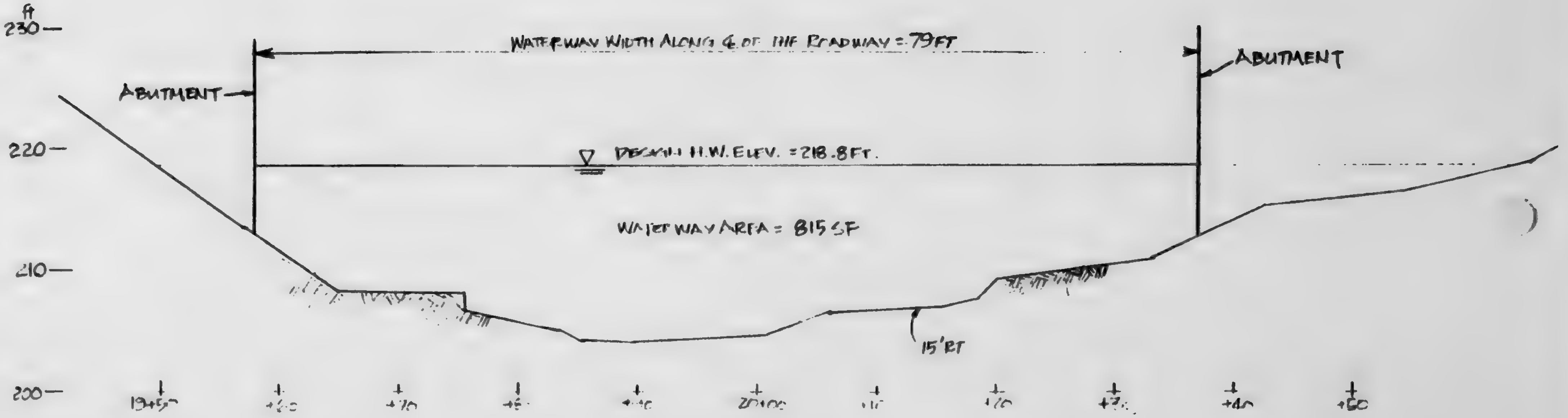

ft
230—
220—
210—
200—
WATERWAY WIDTH ALONG ℄ OF THE ROADWAY = 79FT
ABUTMENT
ABUTMENT
DESIGN H.W. ELEV. = 218.8FT.
WATERWAY AREA = 815 SF
15'RT
19+50
+60
+70
+80
+90
20+00
+10
+20
+30
+40
+50

FIGURE 2. MILL CREEK BRIDGE
VERTICAL ABUTMENTS

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	Overtopping Flood	MAXIMUM FLOOD YEAR (1964)
Discharge	cfs	7100	8900		
	m^3/s				
Frequency — yrs.		25	100	182±	37±
H.W. Elevation Natural Channel	ft.	218.8	220.1		
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	8.7	9.4		
	mps				
~~Headwater~~ Backwater Elevation	ft.	219.0	221.1	221.8±	221.0
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Spillthrough abutments.

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

MILL CREEK BRIDGE #11815
Lower Mill Creek Road
Yamhill County

COMPILED BY: Natsuko Kibe

DATE: June 20, 1984

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	Overtopping Flood	MAXIMUM FLOOD YEAR (1964)
Discharge	cfs	7100	8900		
	m^3/s				
Frequency — yrs.		25	100	200	37±
H.W. Elevation Natural Channel	ft.	218.8	220.1		
	m.				
H.W. Elevation Channel Change	ft.				
	m.				
Average Velocity	fps	8.7	9.7		
	mps				
~~Headwater~~ Backwater Elevation	ft.	218.8	220.6	221.8+	221.0
	m.				
Tailwater Elevation	ft.				
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: Single span vertical abutment

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

MILL CREEK BRIDGE #11815
Lower Mill Creek Road
Yamhill County

COMPILED BY: Natsuko Kibe	DATE: June 20, 1984

9974

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Mill Creek (Mill Cr. Rd.) Bridge

Highway: Lower Mill Cr. Rd.

County: Yamhill

Prefix: 236-1987

Project Manager: Pete Fidler

Date April 9, 1984

Twenty Year Traffic Coefficient 6.5

18 kip EAL's per day 9

R Value 15

Frost Penetration ------

CBE Total Requirement 19.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C. Wearing Surface	6.0"
14.0"	Aggregate Base (1.0" - 0)	14.0"
17.0"		20.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0" Aggregate Base
1.0"	Cement Treated Base	=	1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8" Aggregate Base
1.0"	Oil Mat	=	1.8" Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0" Aggregate Base
1.0"	Aggregate Subbase	=	0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist
Program Section
Region Federal Aid Specialist

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

9774 c

March 2, 1984

William A. Gille
County Engineer
Courthouse
McMinnville, OR 97128

PRO-ACC

Dear Mr. Gille:

SUBJECT: Advance Deposit for P.E.
Mill Creek (Lower Mill Creek Rd.) Br. #11815C
Project No. BROS-3600(2)
Yamhill County

The Federal Highway Administration has approved the preliminary engineering for the subject project. As described in our Agreement No. 7938. The County should now submit an advance deposit for its share of the Preliminary Engineering cost.

Estimated P.E. Cost	$39,000
Less Free Bridge Design & Specs	(10,000)
SUBTOTAL	$29,000
Less Federal Funds (80%)	(23,200)
COUNTY'S SHARE & ADVANCE DEPOSIT	$ 5,800

Please submit your P.E. Advance Deposit in the amount of $5,800. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:pf
Attachments

Rec 3-15-84
MKS

bcc w/AD #84-17: Phil Stearns, Region 2
Vern Skoog-Please return completed AD #84-17 when advance deposit is received.

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

YAMHILL Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Mill Creek (Mill Creek Road) Bridge #11815C

REGION: 2

SURVEY AUTHORITY

AUTHORIZATION NO.: 2

PREFIX: 236-1987

DATE: 2-9-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 14,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,200	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN		8,000	929		2,000
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 39,000
PREVIOUS AUTHORIZATION		$ 39,000
ADD. AUTH. REQUIRED		$ 0

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BROS - 3600(2)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications, and cost estimate for bridge replacement project. Survey will include determination of existing right-of-way.

This authorization to provide funds for free bridge design for counties and free specifications for counties.

Versteeg
Anderson
Lyle Bud Adams
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
FEB 22 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

PREPARED BY Ronald T. Noble	DATE 2-9-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/15/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S Shenton	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 1-12-84	

734-1914 (7-82)

9974 Zehner

Oregon State Highway Division
Salem, Oregon January 31, 1984

Federal-Aid Project No. BROS-3600(2)

Mill Creek (Mill Creek Road) Bridge Section
County Road
Yamhill County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 39,000.00
		Total	$ 39,000.00

Length of Project	0.1 mi.

Federal Funds	$ 31,200.00
County Funds	7,800.00
Total	$ 39,000.00

Group 1 100%
Prefix: 236-1987

RDS:bkb

CON 19-1
Mill Cr.

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3600(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

1-12-84

4. PROGRAM NO.

5. ITEM NO. 40113

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1-12-84	8. FEDERAL ROUTE NUMBER Non-Federal-aid	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

MILL CREEK (MILL CREEK ROAD) BRIDGE #11815C

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
*☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* including archeological salvage and utility preparatory work; TEC $39,000; FF $31,200

13. REMARKS

As requested by Mr. Potter's PEA dated December 21, 1983.

RECEIVED
STATE HWY ENGR
JAN 24 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to 1/24

14. DATE 1-12-84	15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Con 19-4
[illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

RECEIVED
STATE HWY ENGR
DEC 29 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

COULTER

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: Oregon Department of Transportation

PROJECT TITLE: mill Creek Bridge SEction YAMHILL COUNTY

PNRS #: OR831031-035-2 BROS-3600(2)

DATE: 12/15/83 MILLER ROAD

The State Clearinghouse has received additional comments from

Department of Fish & Wildlife

subsequent to our conclusion letter of 12/6/83

please see copy (ies) attached for your attention.

PROGRAM SECTION
12-28-83

Additional Clearinghouse comments:

cc: FHWA (2) ROAD DESIGN(3
✓ State Highway Engineer
Location Unit
Right-of-Way Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed.-Aid Group
Reg. Eng. (2):C.O. Fredrickson
Dis. Eng. (3):R.A. Kuehn

(XX) Please consider this letter and enclosure(s) an addendum to our previous letter.

( ) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

PNRS STATE REVIEW

Project # OR 831031-035-2 Return Date: DEC 09 19[illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By Tony Frost

PNRS #2 Phone Number 229-5679

OR 831031-035-2

BRIDGE CONSTRUCTION

The Oregon Department of Fish and Wildlife has no objection to the Lower Mill Creek Bridge Project in Yamhill County providing the following conditions are observed during construction:

1. Adequate measures are taken to minimize turbidities which could arise during construction.
2. No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt)
3. Soils disturbed by the project are stabilized and revegetated.
4. All project debris is removed from the stream.
5. Please coordinate the planning and implementation with our District Fish Biologists.

Contact: John Haxton
Oregon Department of Fish and Wildlife
District Biologist
1120 South Baker
McMinnville, OR 97128
472-1474

Con 19.4
Mill [illegible]

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

PROGRAM SECTION
December 14, 1983

cc: FHWA (2)
✓State Hwy. Engr.
Location Unit
Right-of-Way Sec.
Road Design Sec. (3
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. 2: C. Fredrickson
Dis. 3: R.A. Kuehn

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: MILL CREEK BRIDGE SECTION LOWER MILL CR. CO. RD.

DATE: 12-6-83 YAMHILL COUNTY

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

NOTED
H.S. COULTER

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 831031-035-2

This number should be used on all correspondence and particularly on SF-424.

RECEIVED
STATE HWY ENGR
DEC 14 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

Bil

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

NOV

PNRS STATE REVIEW

Project #: OR 831031-035-2 Return Date: [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

PNRS #2 Phone Number 8-3805

9974

CON 19-1
I
Mill
Cr

November 21, 1983

Board of County Commissioners
Yamhill County
Courthouse
McMinnville, OR 97128

AGR 4

Attention: Charles Stern
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for a bridge replacement project on the Mill Creek (Lower Mill Creek Road) Bridge (Bridge No. 11815 C) on County Road No. 412.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

de
Att.

bc: Gary Potter (agree. attached)

YAMHILL COUNTY
Oregon

9774

COUNTY ROADMASTER
Lloyd H. May

November 8, 1983

Phil Stearns
Region 2, Federal Aid Specialist
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Enclosed please find the local Agency agreement Federal-Aid Project No. 7964 for the Mill Creek Bridge of County Road #412. You will note that the agreements have been executed by the Board of Commissioners.

Please take special care to note the addition to the Standard Provisions (green sheets). The only change being provision #18A which merely clarifies the State's already established policy on cost responsibility in the case where the State should decide to pull out of a project.

Please feel free to contact me with any questions you might have on this matter.

Sincerely,

William A. Gille

William A. Gille, P.E.
County Engineer

WAG/ew

cc. County Counsel

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV 14 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO LOC PROG
FOR MAINOR

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

CON 17-1
Mill Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:
PRO

Date: October 28, 1983

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley
Council of Governments
Attn: Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Mill Creek Bridge Section
Highway: Lower Mill Cr. Co. Rd.
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be December 14, 1983.

JLG:bks
Attachments
bc: D.E. Wilken, FHWA
H.S. Coulter ✓
R.N. Bothman
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Cam Gilmour
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
J.L. Gaither

RECEIVED
STAT HWY ENG
OCT 31 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

	For Internal Use Only	1-8] PNRS #	Page One
02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway	
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6564

01	12] PROJECT TITLE [71 Mill Creek Bridge Section

11	12] PROJECT LOCATION—CITY Lower Mill Cr. Co. Rd.	PROJECT LOCATION—COUNTY Yamhill	PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace deteriorating steel pony truss span structure with modern concrete [71

06 12] bridge in existing roadway alignment. (See attached Part 3 of Project [71

07 12] Prospectus and sketch map.) [71

08 12] [71

09 12] [71

10 12]

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	328,000			82,000		410,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U.S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: Oct. 28, 1983

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Dec.	43] DAY [44 14	45] YEAR [46 1983

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 10-28-83*

VI. If project includes state funds (12C), identify agency ----

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION MILL CREEK BRIDGE

REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts will be minor. The new structure will be constructed at the same location as the old one. The project will require an additional .15 acres of pasture land.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There will be some delay and out-of-direction travel when the bridge is closed and traffic is detoured.

Closure of the bridge would be scheduled for the three summer months so impact to the Mill Creek Christian School would be kept to a minimum (see attached letter). The project is consistent with the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes are approximately 300 vehicles per day and the maximum detour would be approximately 3 miles. Much of the heavy farm traffic cannot presently use the bridge because there is an 18 ton load limit.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Mill Creek is a tributary of the South Yamhill River. Mill Creek is a slow moving stream which meanders through northern Polk County. Streams in this area flood easily because of slow runoff conditions. Construction would take place during summer low water and impacts would be kept to a minimum.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The Mill Creek Christian School is a small private school with an enrollment of 15. Parents drive the students to school. Attached is a letter, dated October 3, 1983, about the school and concerning the project.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The required right-of-way is minor, impacts are not significant, and the project is of a type normally qualifying as Categorical Exclusions.

OTHER DOCUMENTATION

Hydraulics study
Possible 404 permit
Cultural resource survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Shultz	378-2626	

YAMHILL COUNTY
Oregon

DEPARTMENT OF PLANNING
& DEVELOPMENT

October 3, 1983

Mike Schultz
Region II - Oregon Department of Transportation
P.O. Box 14030
Salem, Oregon 97310

Re: Mill Creek Christian School

Dear Mike:

The Mill Creek Christian School is located on Tax Lot 6605-1800. Ron Wolfer, Principal-Teacher of the School, states that their current enrollment is 15 students who are transported to the school by their parents. The school operates from 8:30 - 3:30 daily on a September through June schedule. Mr. Woefer indicated over the telephone that he didn't believe construction activity would be too much of a bother, and he was very receptive to having as much construction work done during the summer months as possible. Mr. Wolfer's telephone number is 843-3303.

I trust that this information will be helpful to you.

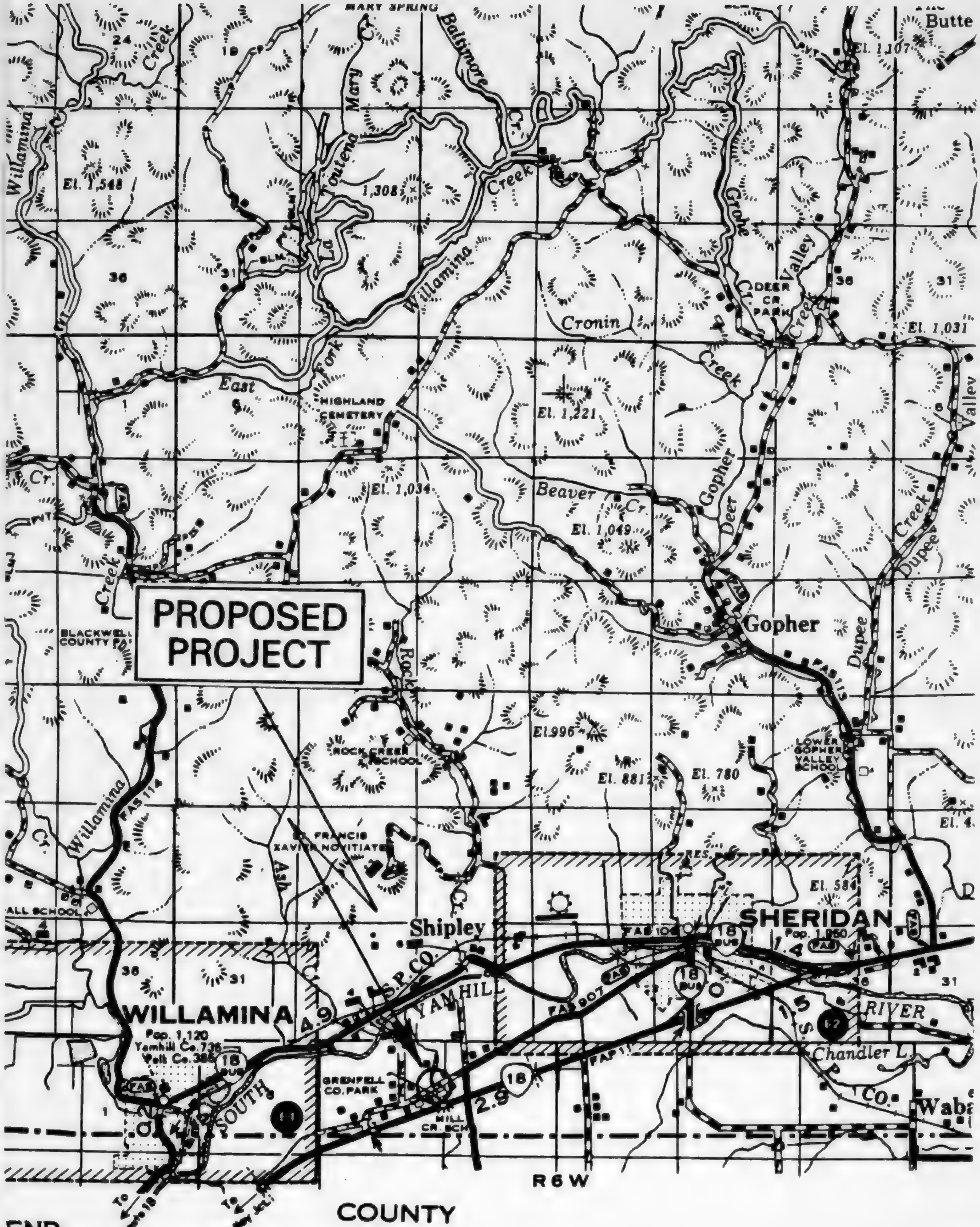
Sincerely,

Maggie Collins

Maggie Collins
Senior Planner

MC:kd

cc: Bill Gille
General File


PROPOSED PROJECT
MARY SPRING
Baltimore Cr.
Mary Cr.
La Fontena
Willamina Cr.
Willamina Creek
East Fork
El. 1,548
El. 1,308
El. 1,107
Butte
Grove Cr.
Valley Creek
DEER CR PARK
Cronin Creek
El. 1,031
HIGHLAND CEMETERY
El. 1,221
El. 1,034
Beaver Cr.
El. 1,049
Gopher Creek
Deer Creek
Dupee Creek
Dupee Valley
Gopher
BLACKWELL COUNTY PARK
Rock Cr.
ROCK CREEK SCHOOL
El. 996
El. 881
El. 780
LOWER GOPHER VALLEY SCHOOL
ST. FRANCIS XAVIER NOVITIATE
Ash Cr.
El. 584
Shipley
SHERIDAN
Pop. 1,950
WILLAMINA
Pop. 1,120
Yamhill Co. 735
Polk Co. 385
SOUTH YAMHILL RIVER
S.P. CO.
GRENFELL CO. PARK
MILL CR. SCH.
Chandler L.
Wabash
To Route 18
To Valley Jct.
R 6 W
COUNTY
FAS 114
FAS 113
FAS 106
FAS 907
18 BUS
4.9
1.4
1.5
2.9
18

END

CON 17-1
Mill Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

October 21, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
Mill Creek Bridge #11815C
Lower Mill Creek Road
Yamhill County
BROS-3600(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

for Rich. R. [illegible] 10/31/83

ENVIRONMENTAL SECTION
November 1, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
C. O. Fredrickson
Mike Shultz
Richard Kuehn
William Fretwell
Don Keyes (8)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 2

SECTION MILL CREEK BRIDGE

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts will be minor. The new structure will be constructed at the same location as the old one. The project will require an additional .15 acres of pasture land.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There will be some delay and out-of-direction travel when the bridge is closed and traffic is detoured.

Closure of the bridge would be scheduled for the three summer months so impact to the Mill Creek Christian School would be kept to a minimum (see attached letter). The project is consistent with the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes are approximately 300 vehicles per day and the maximum detour would be approximately 3 miles. Much of the heavy farm traffic cannot presently use the bridge because there is an 18 ton load limit.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Mill Creek is a tributary of the South Yamhill River. Mill Creek is a slow moving stream which meanders through northern Polk County. Streams in this area flood easily because of slow runoff conditions. Construction would take place during summer low water and impacts would be kept to a minimum.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The Mill Creek Christian School is a small private school with an enrollment of 15. Parents drive the students to school. Attached is a letter, dated October 3, 1983, about the school and concerning the project.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

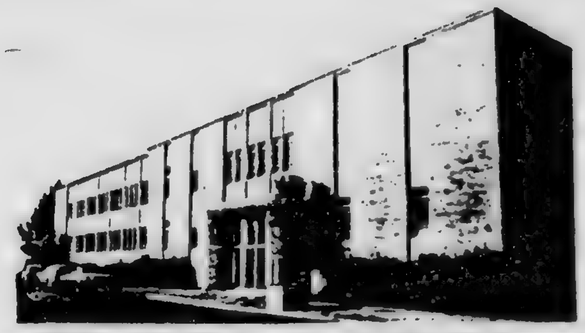
The required right-of-way is minor, impacts are not significant, and the project is of a type normally qualifying as Categorical Exclusions.

OTHER DOCUMENTATION

Hydraulics study
Possible 404 permit
Cultural resource survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Shultz	378-2626	

YAMHILL COUNTY
Oregon



DEPARTMENT OF PLANNING
& DEVELOPMENT

October 3, 1983

Mike Schultz
Region II - Oregon Department of Transportation
P.O. Box 14030
Salem, Oregon 97310

Re: Mill Creek Christian School

Dear Mike:

The Mill Creek Christian School is located on Tax Lot 6605-1800. Ron Wolfer, Principal-Teacher of the School, states that their current enrollment is 15 students who are transported to the school by their parents. The school operates from 8:30 - 3:30 daily on a September through June schedule. Mr. Woefer indicated over the telephone that he didn't believe construction activity would be too much of a bother, and he was very receptive to having as much construction work done during the summer months as possible. Mr. Wolfer's telephone number is 843-3303.

I trust that this information will be helpful to you.

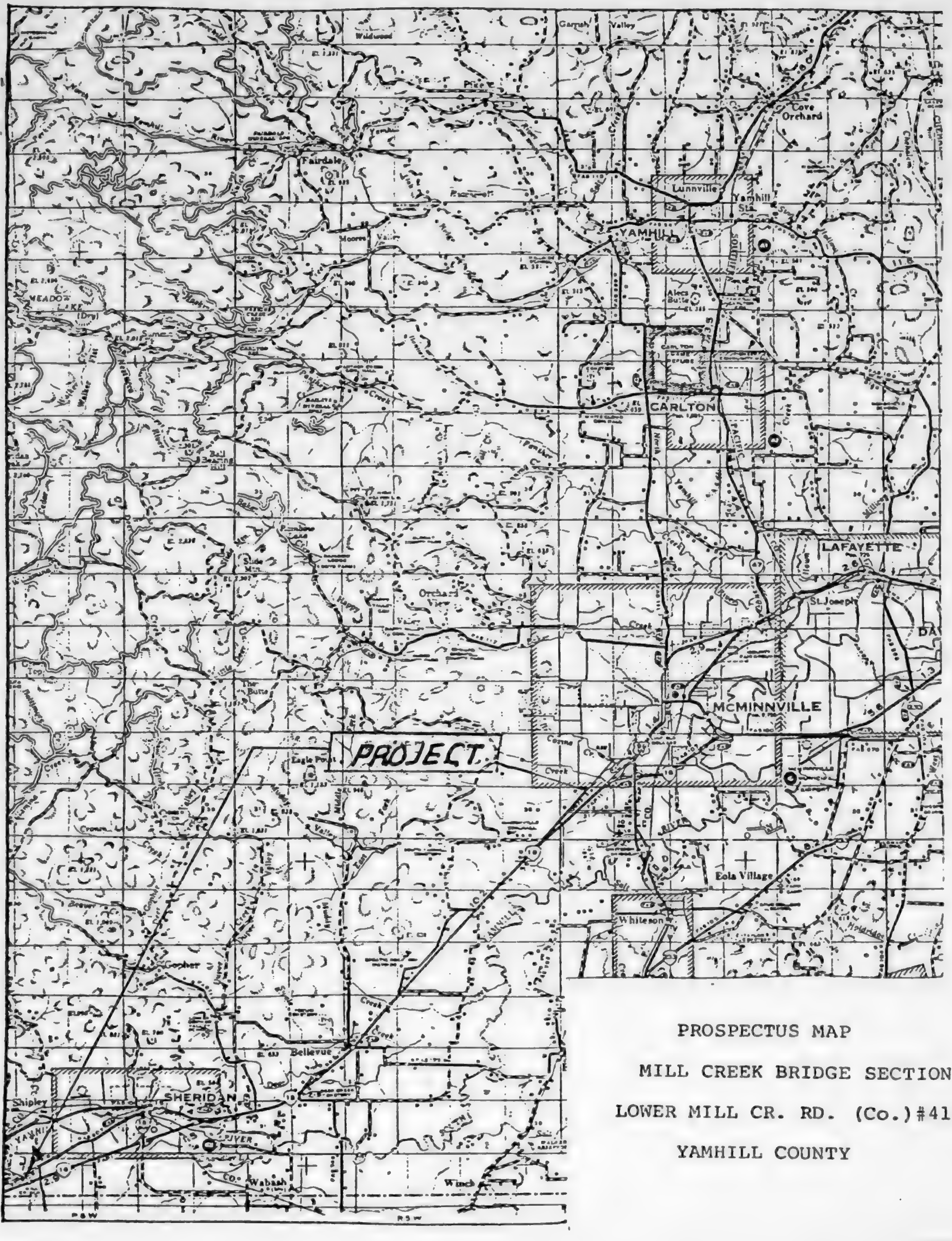
Sincerely,

Maggie Collins

Maggie Collins
Senior Planner

MC:kd

cc: Bill Gille
General File


PROJECT
Wildwood
Cove Orchard
Fairdale
Lunnville
Yamhill Sta.
YAMHILL
Moores Valley
Meadow Lake (Dry)
Alecs Butte
CARLTON
Ball Bearing
LAFAYETTE
St. Joseph
Orchard View
The Butte
McMINNVILLE
Eagle Point
Eola Village
Whiteson
Gopher
Bellevue
SHERIDAN
Shipley
Wabash
R6W
R5W

PROSPECTUS MAP

MILL CREEK BRIDGE SECTION

LOWER MILL CR. RD. (Co.)#412

YAMHILL COUNTY

7974

STATE OF OREGON **INTEROFFICE MEMO**

TO: Phillip O. Stearns
Region Federal Aide Specialist

DATE: September 6, 1983

Don Thurston

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Mill Creek Bridge Section
Lower Mill Cr. Rd. (Co.) #412
Yamhill County

Attached for approval and forwarding is the Prospectus for the subject project.

We used the 32 foot width given in the request as a basis for our estimate. The length of structure is considerably shorter than described in the county's request.

The stream is not navigable. Our estimate presumes the road can be closed.

DT/mk
attachments
cc: File w/attch.

Contains Recycled Materials

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Mill Creek Bridge			REGION 2
STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH 0.1 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Yamhill	ROAD/STREET NAME Lower Mill Cr. Rd. (Co.)#412
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Yamhill County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 35.0
RIGHT OF WAY		$ 10.0
ROADWAY	$ 53.2	
STRUCTURES	$ 179.0	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 2.8	
	$	
40% ENGINEERING & CONTINGENCIES	$ 94.0	
TOTAL CONSTRUCTION		$ 329.0
TOTAL ESTIMATE		$ 374.0

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	✓
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	3
ACRES	(#)	0.15
RELOCATIONS	(#)	

WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR Off-System	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	N	N
BIKE PATH (Y/N)	N	on shoulder
AVERAGE DAILY TRAFFIC	329	
YEAR OF AVERAGE DAILY TRAFFIC	county estimate	

DEFINE THE PROBLEM

Existing structure is narrow and deteriorated. Structure is currently posted for 18 ton load limit. East approach span has a temporary bent in place for additional support.

PROPOSED SOLUTION

Replace the existing structure with a modern bridge. Rebuild approach roadways.

REQUESTED, REGION ENGINEER xby Phillip O.	DATE 9-7-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Mill Creek Bridge

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)		NEW (#)
						UTILITIES	3	(LIST BELOW)	

COMPANIES

Northwest Natural Gas
Portland General Electric
United Telephone Company

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
3	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 45

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING (Structure)																
—	—	—	—	—	—	—	$7\underline{5}$'	— ×	$7\underline{5}$'	—	—	—	—	—	—	—
on shldr.	—	—	—	4'	—	—	12'	—	12'	—	—	4'	—	—	—	on shldr.
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"				
Aggregate Base	17"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	130	32	179,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION Mill Creek Bridge #11815C	REGION 2

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX	DATE 9/6/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 14,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		2,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

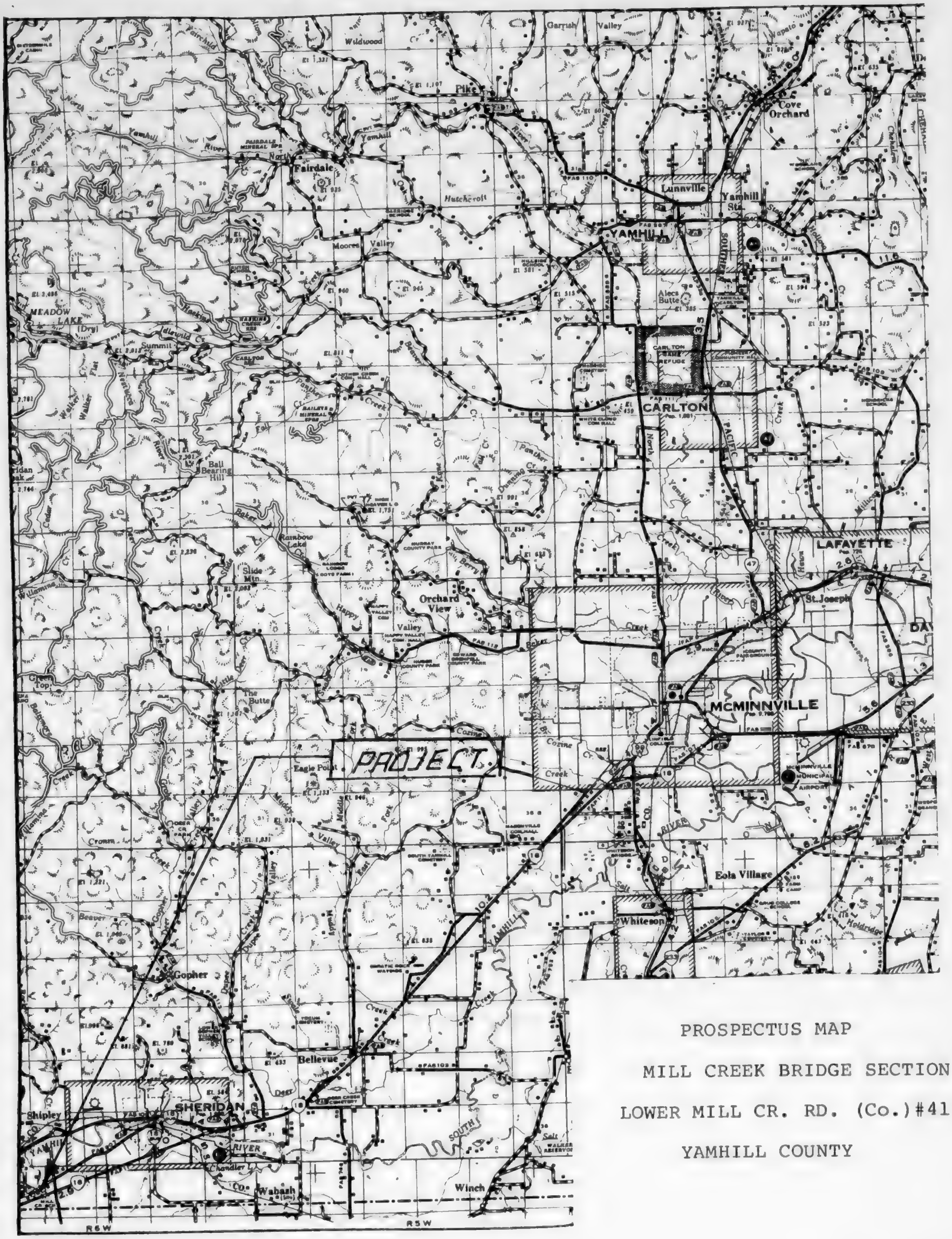
RIGHT-OF-WAY PREFIX	TOTALS	$ | $
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bridge replacement project. Survey will include determination of existing right-of-way.

PREPARED BY Don Thurston	DATE 9/6/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X by Phillip O. [illegible]	DATE 9-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)


Wildwood
Garrish Valley
Pike
Cove Orchard
Fairdale
Fairdale Mineral Sps
Hutchcroft
Moores Valley
Lunnville
Yamhill Sta.
YAMHILL
Alecs Butte
MEADOW LAKE (Dry)
Summit
Carlton Game Refuge
CARLTON
Panther Creek
Baileys Mineral Sps
Ball Bearing Hill
Rainbow Lake
Slide Mtn.
Orchard View
Happy Valley
LAFAYETTE
St. Joseph
MCMINNVILLE
McMinnville Municipal Airport
PROJECT.
Eagle Point
The Butte
Green Top
Cozine Creek
Eola Village
Whiteson
Gopher
Bellevue
SHERIDAN
Shipley
Chandler
Wabash
Winch
R6W
R5W

PROSPECTUS MAP

MILL CREEK BRIDGE SECTION

LOWER MILL CR. RD. (Co.)#412

YAMHILL COUNTY

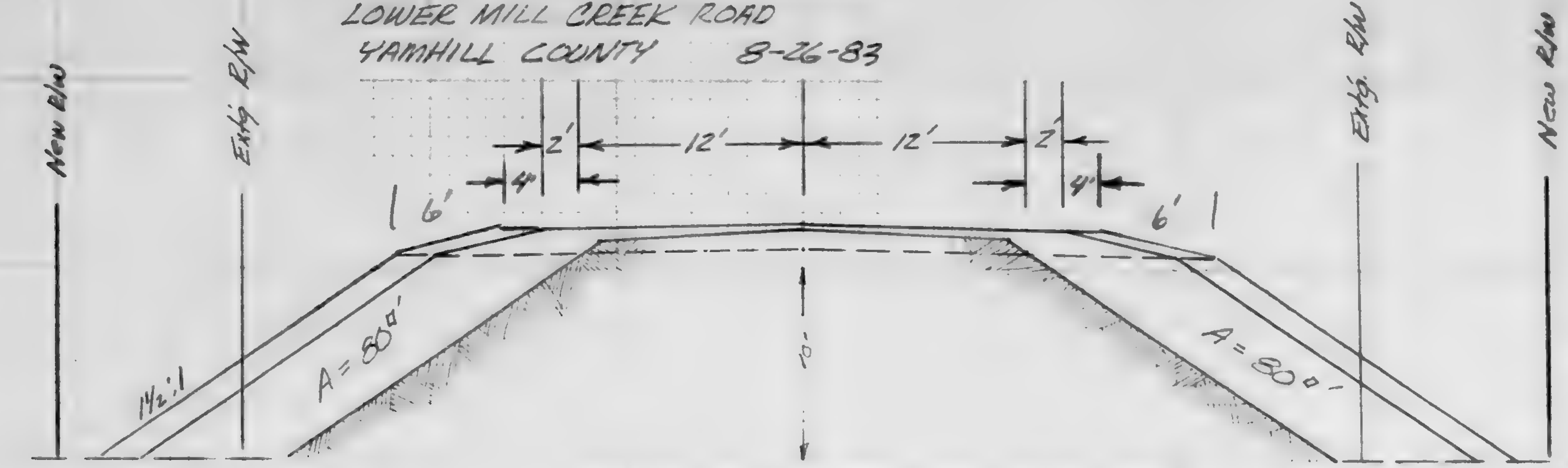
OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDUL -COST ESTIMATE

Sheet ______ of ______
te 9-2-83

ection Mill Cr. Bridge Section (Lower Mill Creek Rd) County Yamhill
ind of Work G.P. Bridge 32x130 Length ______ Name Thurston
By EHW

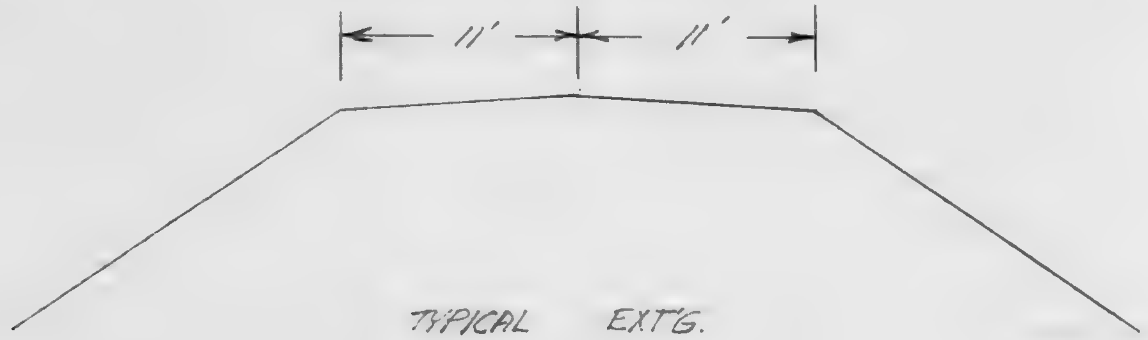
No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization		L.S.			3025
	TP & DT		L.S			496
	Temp. Signs *		Sq.Ft.	176 ~~120~~	6^{50}	1144
	Temp Barricades *		Ea	4	100	400
	Flagger *		Hr.	40	18	720
	Clearing and Grubbing *		L.S.			1000
	Embankment In Place		C.Y.	1700	5	8500
	Aggregate Base *		Ton	1325	8	10,600
	Cl. "B" Asph Conc.		Ton	170	34	5780
	Guard Rail, Type 2A *		L.F.	100	8	800
	" " " 3 *		L.F.	100	23	2300
	" " Anchors, Type 1 *		EA	4	300	1200
	" " End Pieces, Type C *		EA	4	85	340
	Delineators		Ea	12	28	336
	Bridge Removal *		Sq.Ft.			19500
	Slab Span Bridge 32x130		Sq.Ft.	4160	43	178,880
	subtotal					235,021
	E & C (40%)					93,979
	Additional Anticipated Items:					
	R/W					1000
						330,000

MILL CREEK BRIDGE SECTION
LOWER MILL CREEK ROAD
YAMHILL COUNTY 8-26-83


New R/W
Extg R/W
2'
12'
12'
2'
4'
4'
6'
6'
Extg. R/W
New R/W
1½:1
A = 80□'
A = 80□'
10'

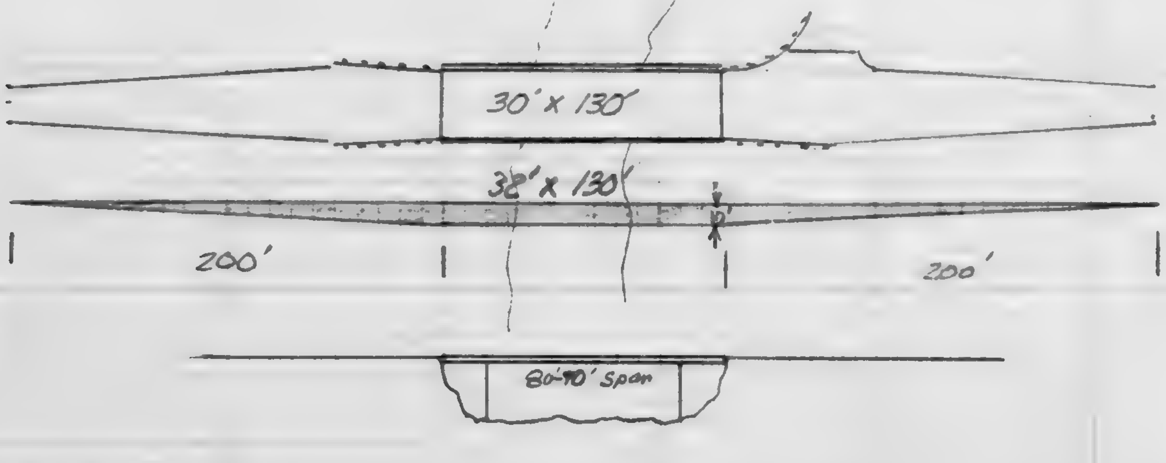
Embankm.
Emb.

TYPICAL AT BRIDGE END TAPER 200'



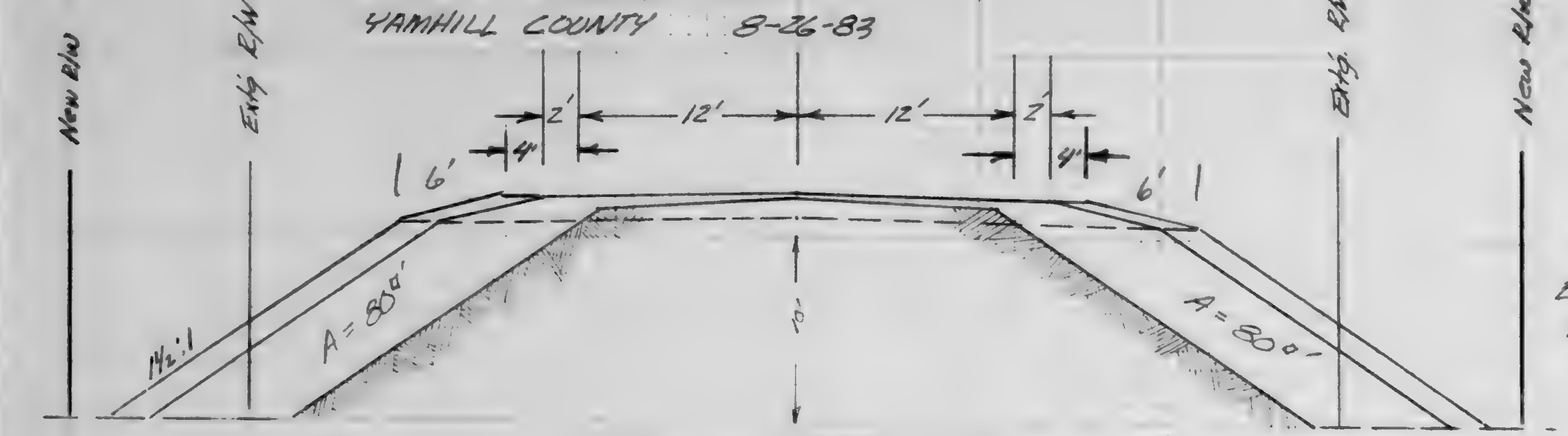
TYPICAL EXT'G.

28' Curb to Curb
32' " " "

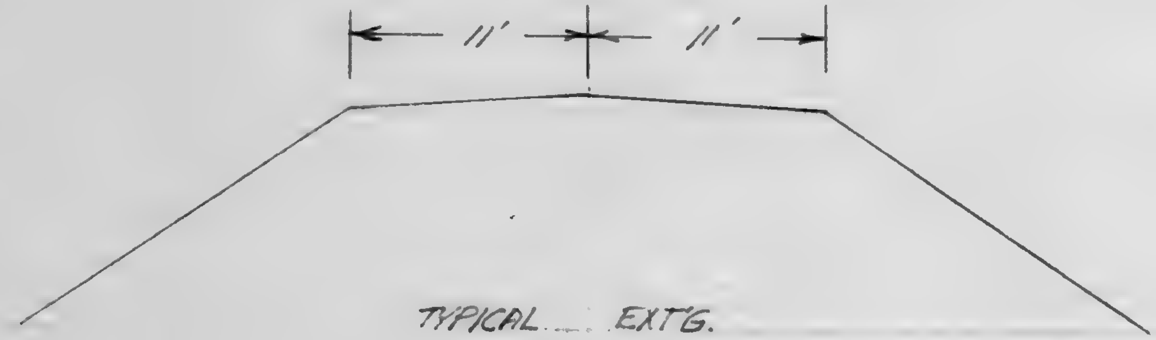

30' x 130'
32' x 130'
200'
200'
80-90' Span

Additional R/W (Ea. Side)

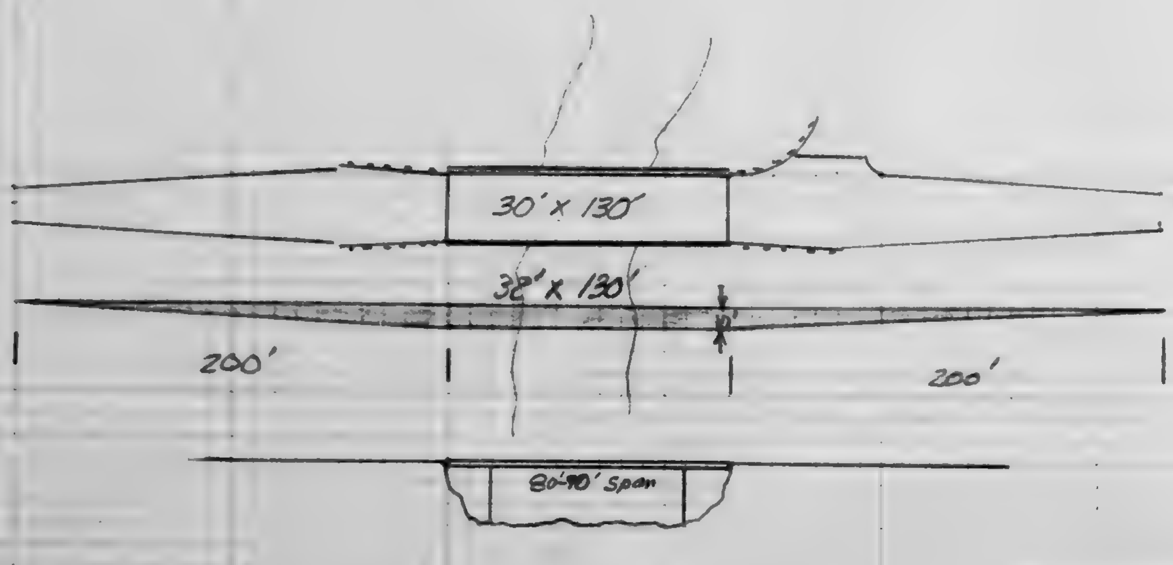
MILL CREEK BRIDGE SECTION
LOWER MILL CREEK ROAD
YAMHILL COUNTY 8-26-83


New R/W
Extg R/W
2'
12'
12'
2'
4'
4'
6'
6'
Extg. R/W
New R/W
1½:1
A = 80□'
10'
A = 80□'

TYPICAL AT BRIDGE END TAPER 200'



TYPICAL EXTG.


30' x 130'
32' x 130'
5'
200'
200'
80-90' Span

Embankment 1200 C.Y. ✓
Emb. 1700 C.Y. ✓

28' Curb to Curb Use 28' Wide Br
32' " " " " 32' " "

Additional R/W (Ea. Side) $\frac{[(200)(10) + (130)(10)](2)}{43560}$

= 0.15 A. ✓

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDU --COST ESTIMATE

Sheet ______ of ______
te 9-2-83

Section Mill Cr. Bridge Section (Lower Mill Creek Rd.)
County Yamhill

Kind of Work G. P. Bridge (28x130)
Length 530'
Name Thurston
By EHW

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization - 9% of Roadwork		L.S.			2643
	TP & DT 1½% of Roadwork		L.S.			434
	Temp. Signs		Sq. Ft.	176	6^{50}	1144
	Temp. Barricades		Ea.	4	100	400
	Flagger		Hr	40	18	720
	Clearing and Grubbing		LS			1000
	Embankment In Place		C.Y.	1200	5	6000
	Aggregate Base		Ton	1200	8	9600
	Cl. "B" Asph. Conc.		Ton	150	34	5100
	Guard Rail, Type 2A		L.F.	100	8	800
	" " " 3		L.F.	100	23	2300
	" " Anchors, Type 1		EA	4	300	1200
	" " End Pieces, Type "C"		EA	4	85	340
	Delineators		Ea.	12	28	336
	Bridge Removal (30x130)		Sq. Ft.	3900	5	19,500
	Slab Span Bridge (28x130)		Sq. Ft.	3640	43	156,520
	subtotal					208,037
	E & C (40%)					83,263
	Additional Anticipated Items:					
	R/W					1000
						$ 292,300

Yamhill County

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Yamhill Co

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: Mill Creek ~~Bridge~~ (Mill Cr. Rd) Bridge #11815C

REGION: 2

SURVEY AUTHORITY Coke #412

AUTHORIZATION NO.: 1

PREFIX: 236-1987

DATE: 9/6/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 14,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		8,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		2,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,400	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$	$ 39,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: BROS-3600(2)

LOCATION ENGINEER'S REMARKS

Prepare plans, specifications and cost estimate for bridge replacement project. Survey will include determination of existing right-of-way.

1 Versteeg ✓
Anderson
Adams
Macnab
2 ~~Stoudenmeyer~~ Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
JAN 26 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Approved by Hwy Engr. 7-5-83 (84)

PREPARED BY	DATE 9/6/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Versteeg for	DATE 10-12-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Mill Creek ~~Bridge~~ (Mill Cr. Rd.) Bridge

REGION: 2

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM TO	LENGTH 0.1 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Yamhill	ROAD/STREET NAME Lower Mill Cr. Rd. (Co.)#412
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Yamhill County	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 35.0
RIGHT OF WAY		$ 10.0
ROADWAY	$ 53.2	
STRUCTURES	$ 179.0	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 2.8	
	$	
40% ENGINEERING & CONTINGENCIES	$ 94.0	
TOTAL CONSTRUCTION		$ 329.0
TOTAL ESTIMATE		$ 374.0

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	3
ACRES	(#)	0.15
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☑ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR Off-System	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	N	N
BIKE PATH (Y/N)	N	on shoulder
AVERAGE DAILY TRAFFIC	329	
YEAR OF AVERAGE DAILY TRAFFIC	county estimate	

DEFINE THE PROBLEM

Existing structure is narrow and deteriorated. Structure is currently posted for 18 ton load limit. East approach span has a temporary bent in place for additional support.

PROPOSED SOLUTION

Replace the existing structure with a modern bridge. Rebuild approach roadways.

REQUESTED REGION ENGINEER xby Phillip O. S	DATE 9-7-83			
APPROVED ASST HWY ENG FOR OPERATIONS X	DATE			
APPROVED ASST HWY ENG FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Mill Creek ~~Bridge~~ (Mill Cr. Rd.) Bridge

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	✓ N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	S	CULTURAL RESOURCE	S ~~N~~
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	3	(LIST BELOW)	

COMPANIES

Northwest Natural Gas
Portland General Electric
United Telephone Company

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
3	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 45

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING (Structure)																
—	—	—	—	—	—	—	$7\frac{5}{}$'	— x	$7\frac{5}{}$'	—	—	—	—	—	—	—
on shldr.	—	—	—	4'	—	—	12'	—	12'	—	—	4'	—	—	—	on shldr.

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"				
Aggregate Base	17"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	130	32	179,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
MILL CREEK BRIDGE

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

Right-of-way impacts will be minor. The new structure will be constructed at the same location as the old one. The project will require an additional .15 acres of pasture land.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There will be some delay and out-of-direction travel when the bridge is closed and traffic is detoured.

Closure of the bridge would be scheduled for the three summer months so impact to the Mill Creek Christian School would be kept to a minimum (see attached letter). The project is consistent with the comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes are approximately 300 vehicles per day and the maximum detour would be approximately 3 miles. Much of the heavy farm traffic cannot presently use the bridge because there is an 18 ton load limit.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Mill Creek is a tributary of the South Yamhill River. Mill Creek is a slow moving stream which meanders through northern Polk County. Streams in this area flood easily because of slow runoff conditions. Construction would take place during summer low water and impacts would be kept to a minimum.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The Mill Creek Christian School is a small private school with an enrollment of 15. Parents drive the students to school. Attached is a letter, dated October 3, 1983, about the school and concerning the project.

RECOMMENDED PROJECT CLASSIFICATION

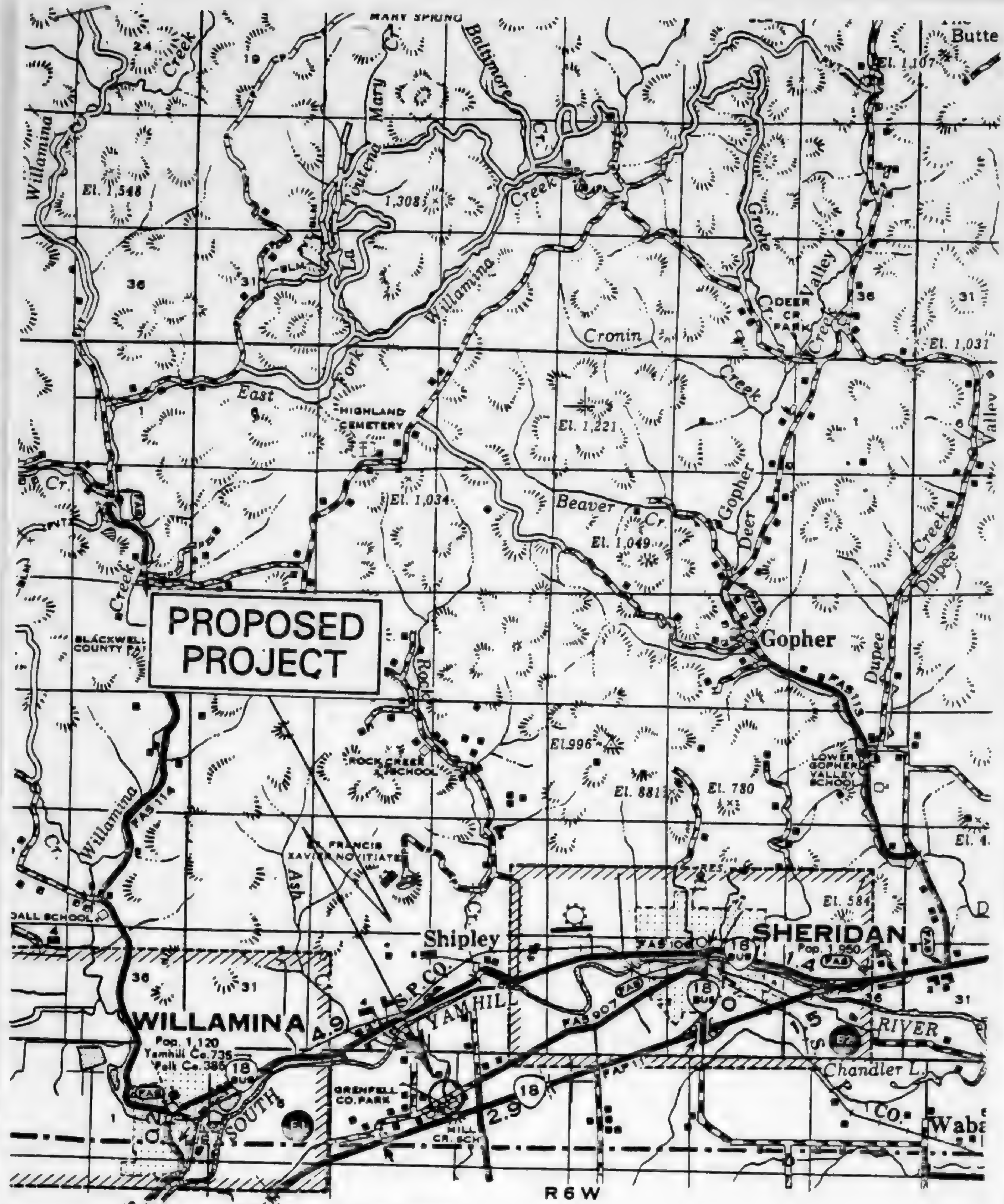
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The required right-of-way is minor, impacts are not significant, and the project is of a type normally qualifying as Categorical Exclusions.

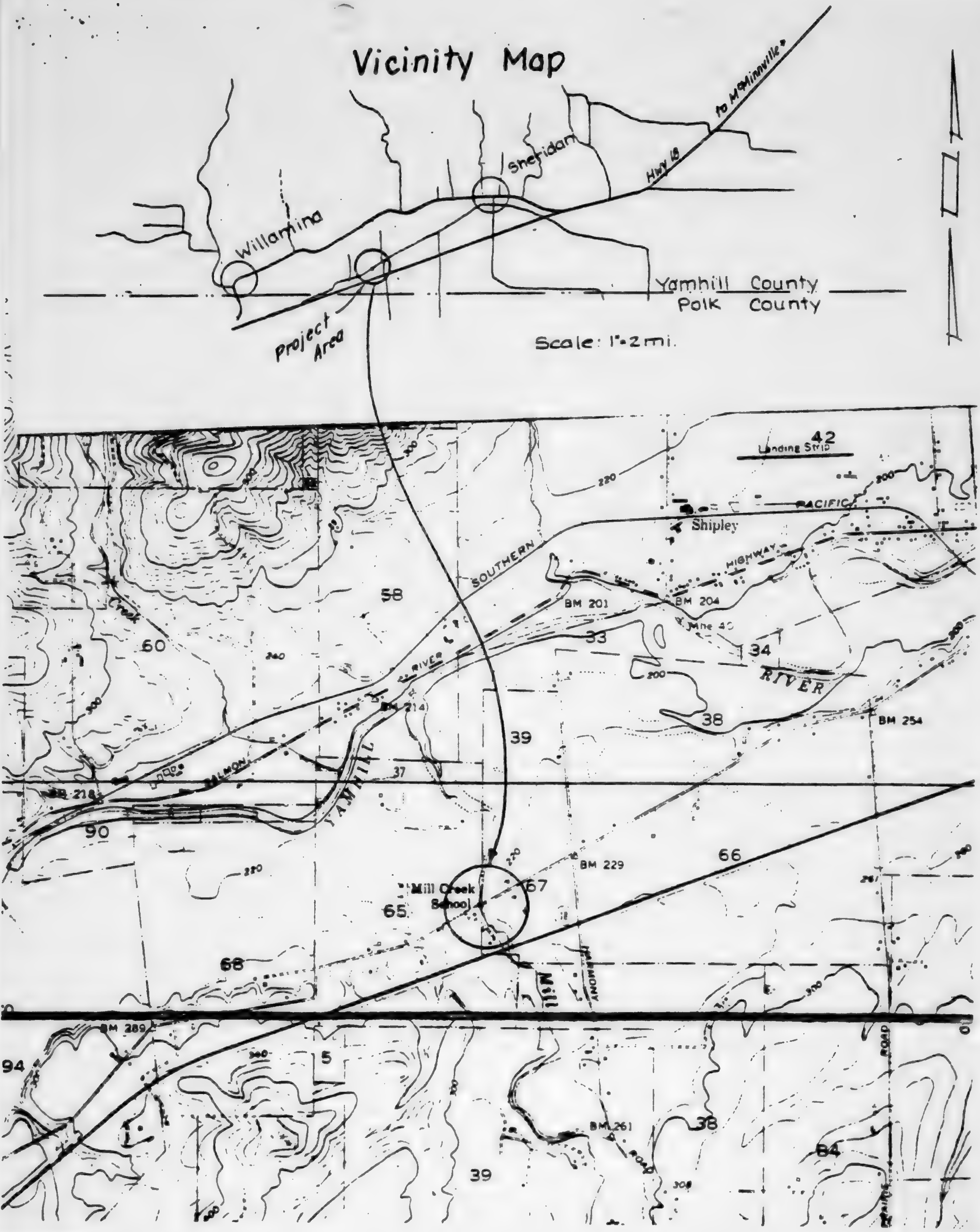
OTHER DOCUMENTATION

Hydraulics study
Possible 404 permit
Cultural resource survey

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Mike Shultz	378-2626	



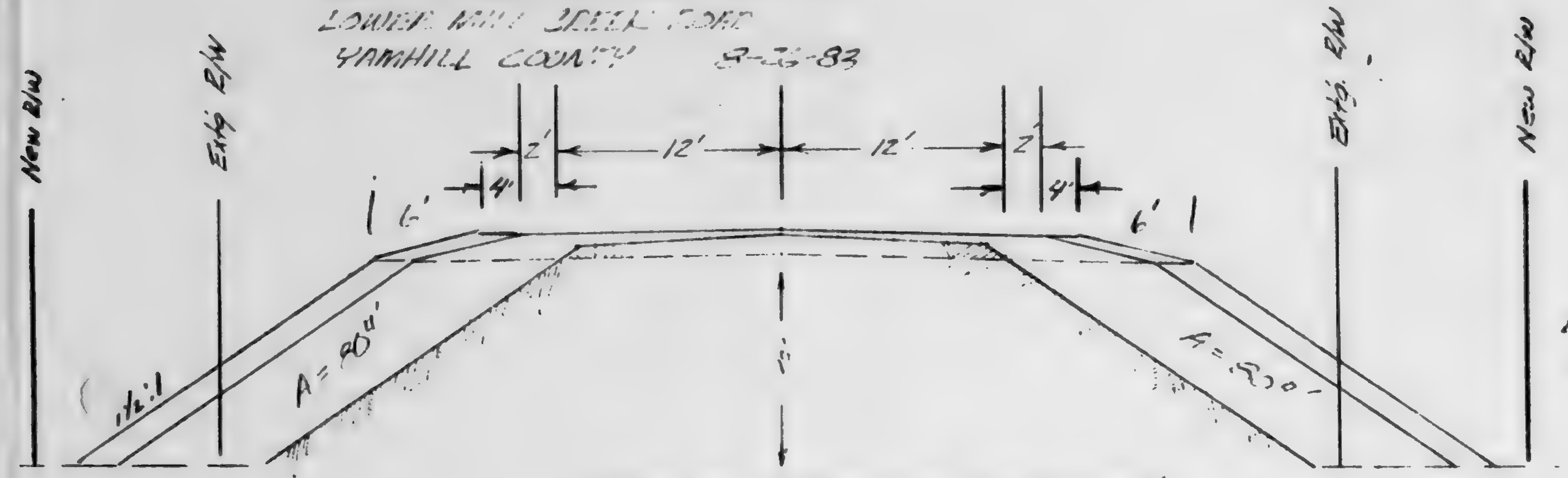
MARY SPRING
Butte
El. 1,107
Willamina
Creek
Baltimore
Mary
Cr.
El. 1,548
Toutena
Lt.
1,308
Creek
Grohe
Valley
ELM.
Willamina
Fork
DEER CR PARK
El. 1,031
Cronin
East
Creek
HIGHLAND CEMETERY
El. 1,221
Valley
El. 1,034
Beaver
Cr.
Gopher
Deer
Creek
El. 1,049
Dupee
PROPOSED PROJECT
BLACKWELL COUNTY PARK
Gopher
Rock
Dupee
El. 996
ROCK CREEK SCHOOL
LOWER GOPHER VALLEY SCHOOL
El. 881
El. 780
Willamina
FAS 114
Cr.
ST. FRANCIS XAVIER NOVITIATE
Ash
Cr.
RES.
El. 584
DALL SCHOOL
Shipley
SHERIDAN
Pop. 1,950
S.P. CO.
YAMHILL
RIVER
WILLAMINA
Pop. 1,120
Yamhill Co. 735
Polk Co. 385
4.9
GRENFELL CO. PARK
Chandler L.
SOUTH
MILL CR. SCH
2.9
Co.
Waba
R 6 W
To Route 18
To Valley Jct.
COUNTY
END



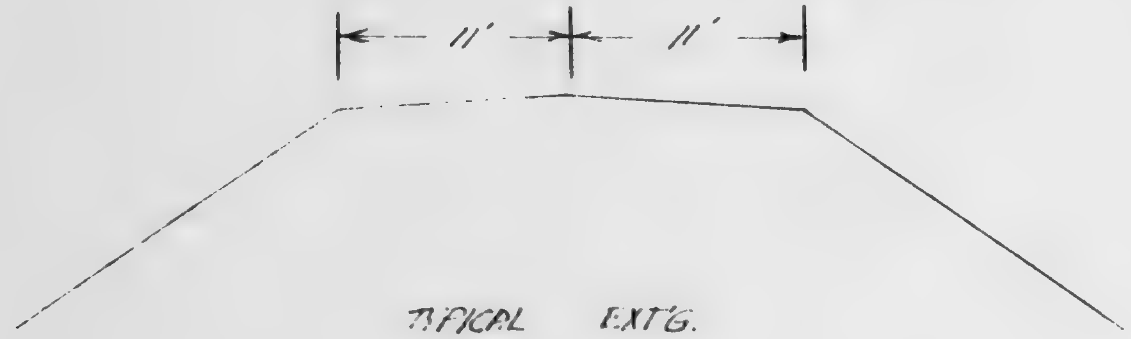
Vicinity Map

Willamina
Sheridan
Hwy 18
to McMinnville
Project Area
Yamhill County
Polk County
Scale: 1"=2mi.
42
Landing Strip
220
PACIFIC
Shipley
SOUTHERN
HIGHWAY
BM 201
BM 204
Mine 40
33
34
RIVER
58
60
Creek
240
200
38
BM 254
39
BM 214
RIVER
SALMON
YAMHILL
37
BM 218
90
220
BM 229
66
67
Mill Creek School
65
68
Mill
BM 289
94
5
BM 261
ROAD
38
39
84
300

MILL CREEK BRIDGE SECTION
LOWER MILL CREEK ROAD
YAMHILL COUNTY 8-25-83


New R/W
Ext'g R/W
2'
12'
12'
2'
Ext'g R/W
New R/W
4'
4'
6'
6'
1½:1
A = 80□'
A = 80□'

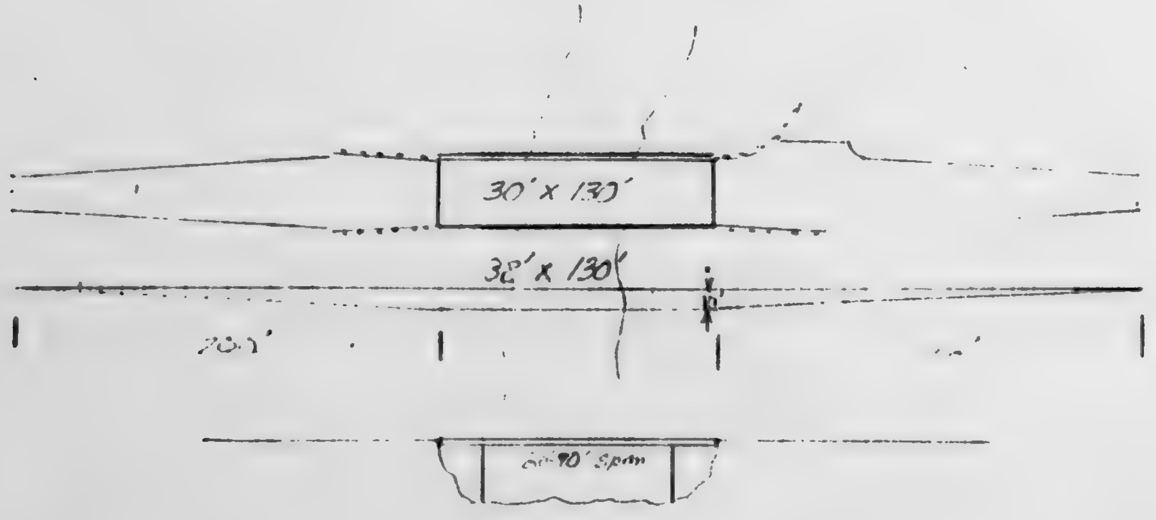
TYPICAL AT BRIDGE END TAPER 200'



TYPICAL EXT'G.

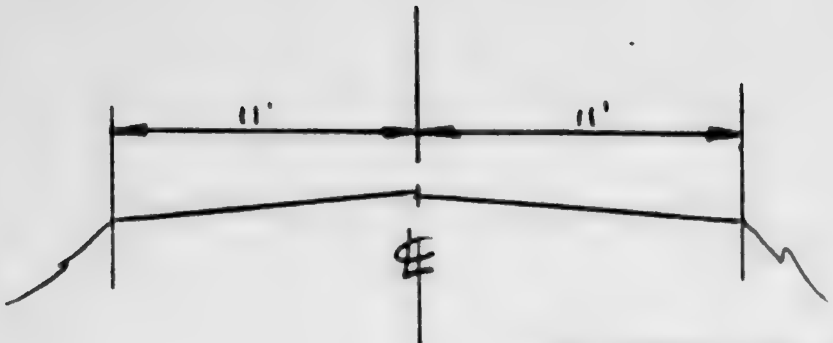
Embankment 1200 C.Y. ✓
Emb. 1700 C.Y.

28' Curb to Curb Use 28' Wide Br
32' " " " " 32' " "

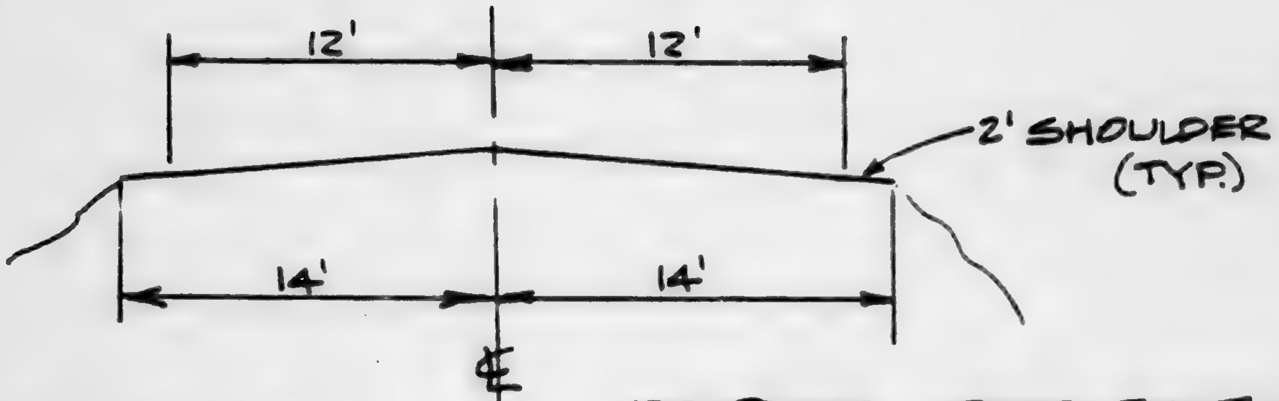

30' x 130'
38' x 130'
200'
60'-90' Span

Additional R/W (Acres) $\frac{[(200)(10) + (130)(10)](2)}{43560}$

= 0.15 A ✓



EXISTING CROSS-SECTION


12'
12'
2' SHOULDER (TYP.)
14'
14'
℄

PROPOSED CROSS-SECTION

COUNTY ROAD #412
NOT TO SCALE

9974

FEDERAL AID PROJECT REQUEST

Date August 11, 1983

Applicant Agency Yamhill County Road Department

Request for: Off-System X-HBR, FAS-C ____, FAUS ____ Project

Federal Aid Route No. N/A Route Name Lower Mill Creek Road

Project Name Mill Creek Bridge Section of Lower Mill Creek Road (CR#412)

Bridge # 11815C

Project Length ____ Project Location (Attach sketch map)

Project Description Remove and replace the existing Mill Creek Bridge No. 11815C. Adjust approaches to conform to the new bridge width.

Average Daily Traffic 329 Un-adjusted Design Speed Basic Rule

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22 ft. Travel Lanes 2 @ 11 ft. Shoulders None

Medians None Parking None

Sidewalks None

Remarks Approaches are proposed to be modified only enough to match grade and width of the new bridge.

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 ft. Travel Lanes 2 @ 12 ft. Shoulders 2 @ ~~2~~ 4 ft.

Medians None Parking None

Curbed N/A Length Curb Radii N/A

Sidewalk/Bikeway N/A

Remarks See above.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? None

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location N E ¼ Section 5, Township 6 South, Range 6 West
Type Steel Truss (pony), Wood deck
Approach Roadway Width 22ft. Shoulder Width o ft.
Length 220 ft. Width 15 ft.
To remain in place? No - To be removed by contractor

2. Proposed Structure:

Location Same as above
Approximate Size: Length 220 ft. Width ~~28~~ feet
32

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? Unless the alignment can be shifted traffic will have to detour around the bridge site.

Remarks First alternative would be to allow one way traffic on the half completed new bridge prior to removing old structure.

prior

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad N/A

   Existing Crossing Protection

2. Will existing railroad crossing be altered? N/A

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement ______ Office
2. Environmental ______ Office
3. Public Hearing Yamhill County Planning Department Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant__________ State X Consultant__________

3. Will applicant perform any work prior to or after award of contract?
Yes__________ No X
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	10,000
Traffic control	
Illumination	
Structures	370,000
Railroad	
Other	
Preliminary engineering	30,000
PROJECT TOTAL	$ 410,000

Remarks

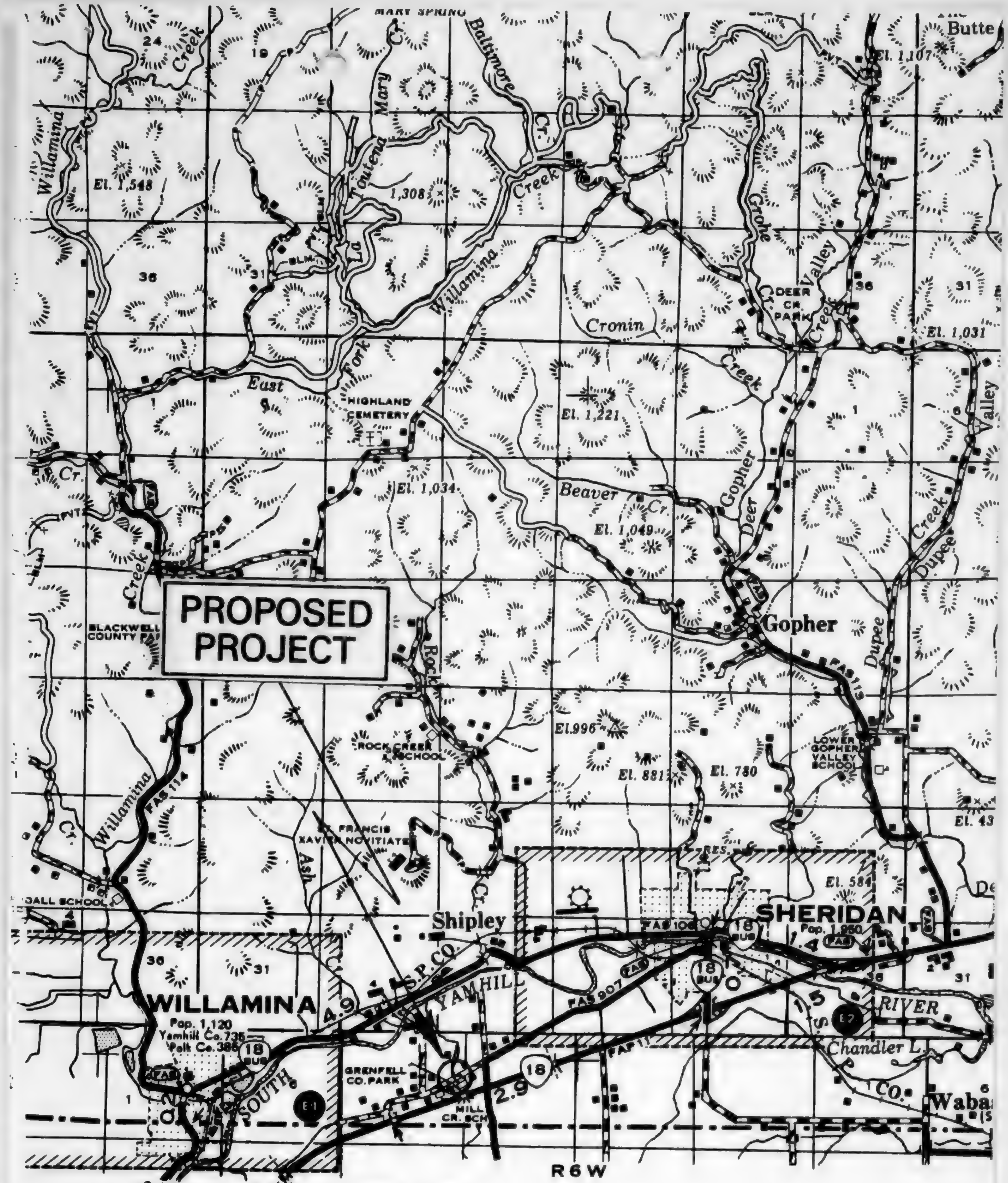
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF __________ and/or Yamhill COUNTY

By__________ By__________

By__________ By__________

By__________


PROPOSED PROJECT
Butte
El. 1,107
Baltimore Cr.
Mary Spring
Willamina Creek
El. 1,548
Tontena
Mary Cr.
La
1,308
Creek
Grohe
Valley
Deer Cr. Park
Willamina
Fork
East
Cronin
Creek
El. 1,031
Highland Cemetery
El. 1,221
Valley
Cr.
El. 1,034
Beaver Cr.
Gopher
El. 1,049
Deer
Creek
Dupee
Creek
Blackwell County Park
Gopher
Rock
FAS 515
Dupee
El. 996
Rock Creek School
El. 881
El. 780
Lower Gopher Valley School
Willamina
FAS 114
Cr.
El. 43
St. Francis Xavier Novitiate
Ash
Cr.
Res.
El. 584
Shipley
SHERIDAN
Pop. 1,950
FAS 106
18
BUS
1.4
S.P. CO.
YAMHILL
FAS 907
WILLAMINA
Pop. 1,120
Yamhill Co. 735
Polk Co. 385
4.9
1.5
River
Chandler L.
Grenfell Co. Park
South
Mill Cr. Sch.
2.9
18
Co.
Wabash
R 6 W
To Route 18
To Valley Jct.
COUNTY
END
RMITTENT STREAM

9974

YAMHILL COUNTY
Oregon

COUNTY ROADMASTER
Lloyd H. May

April 2, 1981

REGION 2 ENGINEER
RECEIVED
☐ RLE APR 7 1981 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ PTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☑ RFE

Phil Stearns
Region II Federal Aide Engineer
Department of Transportation
2960 E. State Street
Salem, Oregon 97310

Re: Bridge No. 11815-C

Dear Phil,

Yamhill County is interested in determining the funding possibilities for replacing a bridge in our County. The subject bridge is on Mill Creek Road which roughly parallels and is Northerly of Salmon River Highway.

This has recently developed fatigue cracks in the gusset plates that tie the upper and lower chords of the main span pony truss togeteher. As a result we have placed a restrictive load rating of 5 tons on the bridge as a safety measure. I would like to request that the State perform an inspection and load rating of this bridge at its earliest convience.

If the load rating confirms our estimation of the condition of the bridge we will of course be very interested inpursuing any available funding from Federal and or State sources.

Any assistance you can provide in this matter will be greatly appreciated.

Sincerely,

William A. Gille
William A. Gille
Office Engineer

WAG/ew

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
APR 8 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

1985 Willamina Cr. Br. Sec, FAS A- 9975
563 (Fort Hill Road) near Willamina
(grading, paving & structure)

12-15-82
3-14-83
C+A 7772 9-9-83

9975

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 10-17-90

COUNTY: YAMHILL AGREEMENT NO: 7772 PROJECT NO: RS-A563(1 & 2)

CONTRACT NO: 9975 SECTION: Willamina Cr. (Fort Hill Road) Bridge

PRELIMINARY ENGINEERING PREFIX C536-1983:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 35,522.52	$ 888.90
Final Design	8,754.24	69.36
Right-of-way Descriptions	2,941.80	
Region Geology	360.00	
Traffic Engineering	76.44	
R/W Liaison	133.29	
Location	871.00	
Program Section	332.00	
Environmental Section	181.54	
Structural Foundations	9,844.05	
Free Bridge Design	21,009.89	30.28
Free Specifications	1,630.55	256.30
Utility Engineer	207.62	
Road Design	450.64	
Hydraulics	4,253.64	
Total P.E. Cost	$86,569.22	$ 1,247.33
Less Free Br. Design & Specs.	(22,640.44)	(286.60)
P.E. CHARGEABLE TO COUNTY	$ 63,928.78	$ 960.73

RIGHT-OF-WAY PREFIX C536-2519:

Right-of-way Purchased	$ 1,694.00	$
Acquisition Expense	5,431.85	
TOTAL RIGHT-OF-WAY COST	$ 7,125.85	$ -0-

RS-B552(1&2)
Wheeler Co.

CONSTRUCTION PREFIX C536-1096 & C09975:

	PARTICIPATING	NONPARTICIPATING
Payment to Contractor	$431,712.76	$ 2,550.00
Repair Bridge Rail Expansion	2,715.37	
Equipment Rental (State Cost)		709.00
Stripping	1,079.57	
Interest on Final Payment		637.21
Construction Section	1,149.97	
Legal Services	490.20	
Accounting	82.03	
Field Engineering	39,475.07	337.57
Technical Services	5,340.54	
Program Section	133.95	
Materials Testing	9,367.15	
TOTAL CONSTRUCTION COST	$491,546.61	$ 4,233.78
Less State Equip. Rental Cost	-0-	(709.00)
TOTAL COUNTY CONSTRUCTION COST	$491,546.61	$ 3,524.78

SUMMARY:

Total Participating Preliminary Engineering	$ 63,928.78
Total Participating R/W Cost	7,125.85
Total Participating Construction Cost	491,546.61
TOTAL PARTICIPATING COST	$562,601.24

FEDERAL FUNDS:

Preliminary Engineering (88.15%)	$ 56,353.22	$
R/W (88.15%)	6,281.43	
Construction (88.15%)	433,298.33	$ (495,932.98)
SUBTOTAL		$ 66,668.26
Less State Share 1/2 Balance		(33,334.13)
Plus Nonparticipating Cost		4,485.51
Less State Share of Nonparticipating Field Engineering Cost		(168.79)
Less County's Advance Deposits:		
PE AD #84-19	$ 3,600.00	
Const. AD #85-15	20,900.00	
Const. AD #85-21	9,100.00	$

RS-B552(1&2)
Wheeler Co.

Additional Payments	$ 20,518.56	$ (54,118.56)
Refund Due County		$ 16,467.71

9975

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 12-06-89

COUNTY: YAMHILL AGREEMENT NO. 7772 PROJECT NO. RS-A563(1 & 2)

CONTRACT NO. 9975 SECTION: WILLAMINA CR. (FORT HILL RD.) BR.

PRELIMINARY ENGINEERING PREFIX C536-1983:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 35,522.52	$ 888.90
Final Design	8,754.24	69.36
Right-of-way Descriptions	2,941.80	
Region Geology	360.00	
Traffic Engineering	76.44	
R/W Liaison	133.29	
Location	871.00	
Program Section	332.00	
Environmental Section	181.54	
Structural Foundations	9,844.05	
Free Bridge Design	21,009.89	30.28
Free Specifications	1,630.55	256.30
Utility Engineer	207.62	2.40
Base Design	450.64	
Hydraulics	4,253.64	
Total P.E. Cost	$ 86,569.22	$ 1,247.33
Less Free Br. Design & Specs.	(22,640.44)	(286.58)
P.E. CHARGEABLE TO COUNTY	$ 63,928.78	$ 960.75

RIGHT-OF-WAY PREFIX C536-2519:

	PARTICIPATING	NONPARTICIPATING
Right-of-way Purchased	$ 1,694.00	$
Acquisition Expense	5,431.85	
TOTAL RIGHT-OF-WAY COST	$ 7,125.85	$ - 0 -

CONSTRUCTION PREFIX C536-1096 & C09975:

	PARTICIPATING	NONPARTICIPATING
Payment to Contractor	$ 431,712.76	$ 2,550.00
Repair Bridge Rail Expansion	2,715.37	
Equipment Rental (State Cost)		709.00
Stripping	1,079.57	
Interest on Final Payment		637.21
Construction Section	1,149.97	
Legal Services	490.20	

Accounting	82.03	
Field Engineering	39,475.07	337.57
Technical Services	5,340.54	
Program Section	133.95	
Materials Testing	9,367.15	
TOTAL CONSTRUCTION COST	$ 491,546.61	$ 4,233.78
Less State Equipment Rental Cost	- 0 -	(709.00)
TOTAL CONSTRUCTION COST TO COUNTY	$ 491,546.61	$ 3,524.78

SUMMARY

Total Participating P.E. Cost	$ 63,928.78
Total Participating R/W Cost	7,125.85
Total Participating Const. Cost	491,546.61
TOTAL PARTICIPATING COST	$ 562,601.24

FEDERAL FUNDS

P.E. (88.15%)	$ 56,353.22	
R/W (88.15%)	6,281.43	
Const. (88.15%)	433,298.33	(495,932.98)
SUBTOTAL		$ 66,668.26
Less State Share 1/2 Balance		(33,334.13)
Plus Nonparticipating Cost		4,485.53
Less State Share of Nonparticipating Field Engineering Cost		(168.78)
Less County's Advance Deposits:		
P.E. AD #84-19	$ 3,600.00	
Const. AD #85-15	20,900.00	
Const. AD #85-21	9,100.00	(33,600.00)
BALANCE DUE FROM COUNTY		**$ 4,050.88**

MKS:bkw

Oregon Department of Transportation
AERONAUTICS
HIGHWAY
MOTOR VEHICLES
PARKS & RECREATION
PUBLIC TRANSIT

JOURNAL ENTRY

9975

AGENCY 02	TC	BATCH DATE	MM	DD	YY	BATCH SEQUENCE NUMBER			
BI FM YY MM	DOC NUMBER	DOC DATE	MM	DD	YY	ENCUMB NUMBER	FHWA - OVRD		

	UNIT	EXP/ACCOUNT	SUB JOB	AGR. SUF. (AT)	ACT	OBJ	SOURCE	AGY. SRC (AS)	AMOUNT	REV. (R)	QUANTITY	S F O
01	0610	C536 1983	001		929	504			256.30			
02			001		921	504			256.30	R		
			012		927	598			917.82		/	
04			000		903	598			917.82	R		
05			012		929	598			802.94			
06			000		921	598			802.94	R		
07			012		929	598			827.61			
08			000		929	598			827.61	R		
09			012		927	598			20,092.07			
10			000		927	598			20,092.07	R		
11												
12												
13												
14												

12-6-89

REASON FOR REQUEST

UNDER ORS 366.155 the state will PROVIDE, A BRIDGE DESIGN, PLANS & Specification at No Cost to County

TOTAL 45,793.48

PREPARED BY

APPROVED BY Michael K

734-1087 (1/88)

9975

C 536 1016

ORIGINAL

12-2-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, Oregon 97310

STATE Oregon APPN075	FEDERAL AID PROJECT NO. RSA 563 (2)
PROGRAM APPROVED	VOUCHER PERIOD From: 02/13/85 To: 12/02/87

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$ 495,780.39	$491,546.61	88.15%	$ 433,298.33	$ 433,298.33	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______________________ *State Highway Agency*

By Assistant Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $0.00

Adjustments $ ______________________

Amount Approved $ ______________________

SIGN ORIGINAL COPY ______________________

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	WILLAMINA CREEK BRIDGE SECTION COUNTY ROAD Yamhill County					
	Construction Type Code I000 (.36) Roadway (Sta. 102+60 to Sta. 106+51 and Sta. 109+31 to Sta. 113+23)					
	Final Contract Payment Summary	Lump Sum			$ 155,416.59	✓
FO #1	Permanent Striping (State)	All Required			$ 1,079.57	✓
	Total I000				$ 156,496.16	
	Type Code X081 (.64) Structure (Br. No. 11755A) (Sta. 106+51 to Sta. 109+31.50)					
	Final Contract Payment Summary	Lump Sum			$ 276,296.17	✓
FO #2	Repair Bridge Rail Expansion Joints (State)	All Required			$ 2,715.37	✓
	Total X081				$ 279,011.54	
	TOTAL CONSTRUCTION COSTS				$ 435,507.70	
	Construction Engineering					
	State	All Required			$ 56,038.91	
	TOTAL CONSTRUCTION ENGINEERING				$ 56,038.91	
	TOTAL PARTICIPATING COST				$ 491,546.61	
	Non-Participating Costs					
	Final Contract Payment Summary	Lump Sum			$ 2,550.00	✓
	Interest on Vendor Payments	All Required			$ 637.21	✓
FO #2	Repair Bridge Rail Expansion Joints (State)	All Required			$ 709.00	✓
	Construction Engineering (State)	All Required			$ 337.57	✓
	TOTAL NON-PARTICIPATING COST				$ 4,233.78	
	TOTAL PROJECT COSTS				$ 495,780.39	
	AMOUNT CARRIED FORWARD					

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              536   1084    944     00 P 1                                                  [illegible]   81   82
              536   1084    945     00 P 1                                                     861.00     81   82
              536   1084    948     00 P 1                                                     107.01     81   84
                            TOT     P1                                                     556,594.27
                            TOT     N1                                                         786.15
                         ** JOB TOTALS **                  **                   **         557,380.42  **

WILLAMINA CREEK BRIDGE   CONT NO 9975   FA PROJ NOS RS  A563002 100                                      STATE
              536   1096    201     00 P 1     40,828.28          51,008.88             51,008.88     85   85
              536   1096    296     00 N 9     16,353.76CR        18,510.51CR           18,510.51CR   85   85
              536   1096    298     00 N 9     16,353.76          18,510.51             18,510.51     85   85
              536   1096    900     00 P 1      4,308.97          11,368.13             11,368.13     85   85
              536   1096    900     00 N 1                            34.96                 34.96     85   85
              536   1096    920     00 P 1           .42CR            93.73                 93.73     85   85
              536   1096    921     00 P 1                           626.75                626.75     85   85
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                              JUNE 1985          PAGE  454
                                                                        FISCAL            GRAND TOTAL     ACTIVE  YRS
         DESCRIPTION          PREFIX  FUNCTION SUB F. GR  CURRENT MONTH  YEAR TO DATE      TO DATE        BEG    END
                               536    1096      940   00 P 1     200.00         200.00        200.00      85     85
                               536    1096      944   00 P 1      99.46       1,945.40      1,945.40      85     85
                               536    1096      945   00 P 1        .13CR        29.86         29.86      85     85
                               536    1096      946   00 P 1      18.09         336.13        336.13      85     85
                                                TOT      P1   45,454.25      65,608.88     65,608.88
                                                TOT      N1                      34.96         34.96
                                             ** JOB TOTALS ** 45,454.25  **  65,643.84  ** 65,643.84  **

                         CONT NO         FA PROJ NOS                                                  STATE
                               601    1002      296   00                                  20,500.00CR  84    84
                               601    1002      299   00                                  20,500.00    84    84
                                                TOT   00
                                             ** JOB TOTALS **             **             **            **

REYNOLDS-BAKER-WEAT-ONTAR    CONT NO 9429 * FA PROJ NOS I    8406002 100                              STATE
                               601    1011      201   00 P 1                              40,667.00    82    83
                               601    1011      203   00 P 1                               6,760.00CR  82    83
                               601    1011      203   00 N 1                               6,760.00    83    83
                               601    1011      270   01 P 1                                 189.71    83    83
                               601    1011      296   00 N 9                              36,850.44CR  82    84
                               601    1011      298   00 N 9                              36,850.44    82    84
                               601    1011      900   00 P 1                               4,940.02    82    83
                               601    1011      920   00 P 1                                  76.43    82    83
                               601    1011      940   00 P 1                                  49.06    82    83
                               601    1011      944   00 P 1                                 603.21    82    83
                               601    1011      945   00 P 1                                 193.84    82    83
                                                TOT      P1                               39,959.27
                                                TOT      N1                                6,760.00
                                             ** JOB TOTALS **             **             ** 46,719.27  **
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                    JOB COST SUMMARY RUN ON  12-04-89
             EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 12/02/89
                      FOR EXPENDITURE ACCOUNT C09975

                                          CREW   MSA         CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--       ------ -------- ---------- ------ -----        -------        ----------
C09975   000    010      001        0813                                  388.91
C09975   000    010      001        0814                                   25.96
C09975   000    010      001        0821                                  735.10
OBJ-DETAIL 001                                                          1,149.97

ACTIVITY   010                                                          1,149.97 SUBTOTAL

C09975   000    162      001        2422   SF02                         2,539.41
OBJ-DETAIL 001                                                          2,539.41

C09975   000    162      408        2422   SF02                            52.50
OBJ-DETAIL 408                                                             52.50

C09975   000    162      570        2422   SF                             123.46
OBJ-DETAIL 570                                                            123.46

ACTIVITY   162                                                          2,715.37 SUBTOTAL

C09975   000    286      230        8027                                  490.20
OBJ-DETAIL 230                                                            490.20

ACTIVITY   286                                                            490.20 SUBTOTAL

C09975   000    899      001        8054                                  556.27
OBJ-DETAIL 001                                                            556.27

C09975   000    899      030        8054                                  159.82
OBJ-DETAIL 030                                                            159.82

C09975   000    899      199        0530                                   24.32
OBJ-DETAIL 199                                                             24.32

C09975   000    899      302        R
OBJ-DETAIL 302

C09975   000    899      470        8054                                   20.98
OBJ-DETAIL 470                                                             20.98

C09975   000    899      504        0100                                   37.20
C09975   000    899      504        8054                                   23.28
OBJ-DETAIL 504                                                             60.48

C09975   000    899      550        2042                                   31.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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[illegible]

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                    JOB COST SUMMARY RUN ON  12-04-89
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 12/02/89
                     FOR EXPENDITURE ACCOUNT C09975

                                       CREW    MSA         CURRENT        BALANCE TO
EA          SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER  FIELD       MONTH            DATE
--          ------  --------  ----------  ------  -----      -------       ----------
C09975      000     899       550         8054                                  26.00
C09975      000     899       550         8214                                 261.70
OBJ-DETAIL 550                                                                 318.70

C09975      000     899       551         8213                                  78.00
OBJ-DETAIL 551                                                                  78.00

C09975      000     899       555         0521                                  56.14
C09975      000     899       555         0522                                   1.84
C09975      000     899       555         0531                                   1.05
OBJ-DETAIL 555                                                                  59.03

C09975      000     899       598         0523                                  23.00
OBJ-DETAIL 598                                                                  23.00

ACTIVITY    899                                                              1,300.60 SUBTOTAL

C09975      000     900       001         2042                                 706.92
C09975      000     900       001         8054                              18,824.83
OBJ-DETAIL 001                                                              19,531.75

C09975      000     900       030         2042                                  87.99
C09975      000     900       030         8020                                  50.68
C09975      000     900       030         8054                               3,330.40
OBJ-DETAIL 030                                                               3,469.07

C09975      000     900       100         8054                                   5.10
OBJ-DETAIL 100                                                                   5.10

C09975      000     900       130         8213                                  79.85
OBJ-DETAIL 130                                                                  79.85

C09975      000     900       134         8054                                  60.71
OBJ-DETAIL 134                                                                  60.71

C09975      000     900       194         8054                                  50.70
OBJ-DETAIL 194                                                                  50.70

C09975      000     900       448         8054                                  12.65
OBJ-DETAIL 448                                                                  12.65

C09975      000     900       456         8054                                  77.34

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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1218.57

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                    JOB COST SUMMARY RUN ON  12-04-89
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 12/02/89
                     FOR EXPENDITURE ACCOUNT C09975

                                        CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL  NUMBER FIELD           MONTH          DATE
--        ------ -------- ----------  ------ -----          -------       ----------
OBJ-DETAIL 456                                                                  77.34

C09975    000    900      470         8054                                      89.87
OBJ-DETAIL 470                                                                  89.87

C09975    000    900      504         8054                                      37.84
OBJ-DETAIL 504                                                                  37.84

C09975    000    900      548         0966                                      32.00
C09975    000    900      548         8054                                      21.00
OBJ-DETAIL 548                                                                  53.00

C09975    000    900      550         2042                                      84.20
C09975    000    900      550         8008                                     288.50
C09975    000    900      550         8054                                   1,950.10
OBJ-DETAIL 550                                                               2,322.80

C09975    000    900      551         8054                                      73.00
OBJ-DETAIL 551                                                                  73.00

C09975    000    900      556         8054                                      30.00
OBJ-DETAIL 556                                                                  30.00

C09975    000    900      568         8054
OBJ-DETAIL 568

ACTIVITY    900                                                             25,893.68 SUBTOTAL

C09975    000    901      001         2010                                     819.58
C09975    000    901      001         7364                                      99.23
C09975    000    901      001         7430                                     222.35
C09975    000    901      001         7440                                     955.06
OBJ-DETAIL 001                                                               2,096.22

C09975    000    901      134         7400                                      11.41
OBJ-DETAIL 134                                                                  11.41

C09975    000    901      504         7363                                       1.71
OBJ-DETAIL 504                                                                   1.71

ACTIVITY    901                                                              2,109.34 SUBTOTAL

C09975    000    903      001         7420                                     257.74

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                             JOB COST SUMMARY RUN ON  12-04-89
                        EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 12/02/89
                               FOR EXPENDITURE ACCOUNT C09975

                                             CREW   MSA
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         CURRENT        BALANCE TO
--       ------ -------- ---------- ------ -----          MONTH            DATE
OBJ-DETAIL 001                                           -------       ----------
                                                                           257.74
ACTIVITY  903
                                                                           257.74 SUBTOTAL
C09975   000    905       504        7363
OBJ-DETAIL 504                                                              19.32
                                                                            19.32
ACTIVITY  905
                                                                            19.32 SUBTOTAL
C09975   000    907       548        0966
OBJ-DETAIL 548                                                              16.00
                                                                            16.00
ACTIVITY  907
                                                                            16.00 SUBTOTAL
C09975   000    920       001        0631
OBJ-DETAIL 001                                                              40.22
                                                                            40.22
ACTIVITY  920
                                                                            40.22 SUBTOTAL
C09975   000    940       001        8213
C09975   000    940       001        8214                                  565.74
C09975   000    940       001        8221                                2,815.16
OBJ-DETAIL 001                                                              51.28
                                                                         3,432.18
C09975   000    940       030        8213
C09975   000    940       030        8214                                  340.69
OBJ-DETAIL 030                                                             541.88
                                                                           882.57
C09975   000    940       550        8213
OBJ-DETAIL 550                                                             170.20
                                                                           170.20
C09975   000    940       551        2042
C09975   000    940       551        3015                                  482.00
C09975   000    940       551        8008                                   39.00
C09975   000    940       551        8014                                   30.00
C09975   000    940       551        8054                                   52.00
C09975   000    940       551        8200                                2,350.20
C09975   000    940       551        8213                                   78.00
C09975   000    940       551        8214                                  710.00
C09975   000    940       551        8215                                  544.00
OBJ-DETAIL 551                                                             397.00
                                                                         4,682.20

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                       JOB COST SUMMARY RUN ON  12-04-89
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 12/02/89
                          FOR EXPENDITURE ACCOUNT C09975

                                         CREW   MSA          CURRENT         BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH              DATE
--         ------ -------- ---------- ------ -----          -------         ----------
ACTIVITY    940                                                               9,167.15 SUBTOTAL

SUB-JOB     000 SUBTOTAL                                                     43,159.59

C09975    001     899       130        8054                                       9.84
OBJ-DETAIL 130                                                                    9.84

C09975    001     899       302        R
OBJ-DETAIL 302

C09975    001     899       349        0521                                     637.21
OBJ-DETAIL 349                                                                  637.21

ACTIVITY    899                                                                 647.05 SUBTOTAL

C09975    001     900       130        8054                                      30.26
OBJ-DETAIL 130                                                                   30.26

C09975    001     900       590        8054                                     168.23
OBJ-DETAIL 590                                                                  168.23

C09975    001     900       600        8054
OBJ-DETAIL 600

ACTIVITY    900                                                                 198.49 SUBTOTAL

SUB-JOB     001 SUBTOTAL                                                        845.54

C09975    010     899       299        8054                                      34.96 ***
OBJ-DETAIL 299                                                                   34.96

C09975    010     899       300        8054                                   2,550.00
OBJ-DETAIL 300                                                                2,550.00

C09975    010     899       424        8020                                     117.28
OBJ-DETAIL 424                                                                  117.28

C09975    010     899       598        0523                                     -23.00
OBJ-DETAIL 598                                                                  -23.00

ACTIVITY    899                                                               2,679.24 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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Interest

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                         JOB COST SUMMARY RUN ON  12-04-89
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 12/02/89
                           FOR EXPENDITURE ACCOUNT C09975

                                             CREW   MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--          ------ -------- ---------- ------ -----         -------        ----------
SUB-JOB      010 SUBTOTAL                                                     2,679.24

C09975    011     140       001        2046   SF                                128.87
C09975    011     140       001        2047   SF                                496.42
OBJ-DETAIL 001                                                                  625.29

C09975    011     140       440        2046   SF                                253.08
C09975    011     140       440        2047   SF                                 52.20
OBJ-DETAIL 440                                                                  305.28

C09975    011     140       550        2047   SF                                119.00
OBJ-DETAIL 550                                                                  119.00

ACTIVITY   140                                                                1,049.57 SUBTOTAL

C09975    011     199       106        2047   SF                                 30.00
OBJ-DETAIL 106                                                                   30.00

ACTIVITY   199                                                                   30.00 SUBTOTAL

C09975    011     899       192        8054                                     405.49
OBJ-DETAIL 192                                                                  405.49

C09975    011     899       194        8054                                     235.43
OBJ-DETAIL 194                                                                  235.43

C09975    011     899       199        0530                                     109.68
C09975    011     899       199        8054                                      61.28
OBJ-DETAIL 199                                                                  170.96

C09975    011     899       299        8054                                  65,608.88 ***
OBJ-DETAIL 299                                                               65,608.88

C09975    011     899       300        8054                                 380,703.88
OBJ-DETAIL 300                                                              380,703.88

C09975    011     899       302        R
OBJ-DETAIL 302

C09975    011     899       553        0530                                     102.92
OBJ-DETAIL 553                                                                  102.92

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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                      JOB COST SUMMARY RUN ON  12-04-89
                  EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 12/02/89
                        FOR EXPENDITURE ACCOUNT C09975

                                            CREW   MSA         CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----          -------         ----------
ACTIVITY   899                                                             447,227.56 SUBTOTAL

C09975    011    900      001        8016                                      79.89
OBJ-DETAIL 001                                                                 79.89

ACTIVITY   900                                                                 79.89 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                    448,387.02

C09975    050    162      550        2422   SF                                709.00
OBJ-DETAIL 550                                                                709.00

ACTIVITY   162                                                                709.00 SUBTOTAL

C09975    050    899      598        0523
OBJ-DETAIL 598

ACTIVITY   899                                                                        SUBTOTAL

SUB-JOB    050 SUBTOTAL                                                       709.00

EA         C09975 TOTAL                                                    495,780.39

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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HH    HH  WW    WW  YY    YY  EEEEEEEE   888888     0000    KK    KK     AA
HH    HH  WW    WW   YY  YY   EEEEEEEE  88888888   000000   KK   KK     AAAA
HH    HH  WW    WW    YYYY    EE        88    88  00    00  KK  KK     AA  AA
HHHHHHHH  WW    WW     YY     EEEEE      888888   00 00 00  KKKKK     AA    AA
HHHHHHHH  WW WW WW     YY     EEEEE      888888   00 00 00  KKKKK     AAAAAAAA
HH    HH  WWWWWWWW     YY     EE        88    88  00    00  KK  KK    AAAAAAAA
HH    HH  WWW  WWW     YY     EEEEEEEE  88888888   000000   KK   KK   AA    AA
HH    HH  WW    WW     YY     EEEEEEEE   888888     0000    KK    KK  AA    AA

          JOB 1423

          MIKE S R314   NODECK

          .........625 LINES

          DEST=RMT363,SYSOUT=(A,,STD)

          PRINT START TIME:  4 DEC 89 13:00:44.65
                 STOP TIME:  4 DEC 89 13:01:49.84

                PRINT TIME:           00:01:05.19

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9975

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STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Yamhill -	DIVISION Oregon
DATE OF REPORT NOV 10 '87	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-A563(2)
COMPLETION DATE (Actual) 12-19-85	ACCEPTANCE DATE BY CONRTACT AGENCY 01-28-87	TIME ELAPSED 98 %	CONTRACT TIME 220 CD

LOCATION
Willamina Creek Bridge Section of FAS A-563 (Fort Hill Road) in Willamina.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of grading, aggregate base and asphalt concrete pavement.

   B. Construction of Bridge No. 11755A over Willamina Creek.
   Length: 280.5 feet Width: 32 feet

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Holm II

NOTED
W. E. SCHWARTZ

3. Contract Amount: $434,262.76

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
DEC 4 '87
REFER TO Fredrickson
FOR
Info	Inves	R/D	D/R	Sign	Act	File

cy
12/7

FHWA FINAL 3/13/86

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 12/2/87	TITLE District Engineer A	DATE 12/2/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

9975

March 27, 1987

CON 5 - 9975

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On February 10, 1987, we wrote to you concerning release of final payment on Contract No. 9975 awarded to Holm II, Inc. for work on the Willamina Creek Bridge Section of FAS A-563 (Fort Hill Road) in Yamhill County.

Final payment on this contract is $5,105.06 and the total contract amount is $429,330.76 including $4,282.93 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Holm II, Inc.
P. O. Box 453
Stayton, OR 97383

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9975

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 3-122	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Yamhill
PROJECT REPORT NUMBER	3-16-87	Project Number RS-A563(2)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on March 26, 19 85,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 478,739.00	$ 490,089.00
Federal funds	$ 422,008.00	$ 432,013.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16TH day of MAR, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Division
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon March 6, 1987

Federal-Aid Project No. RS-A563(2)

Willamina Creek Bridge Section
County Road
Yamhill County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 102+60 to Sta. 106+51 and Sta. 109+31.50 to Sta. 113+23)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Widen Willamina Cr. Rd. (PA #7A)	$ - - -	- - -	- - -	- - -	$11,350.00	
					$11,350.00	
					Increase	$ 11,350.00
		Subtotal from Estimate on March 19, 1985				156,448.50
					Subtotal	$167,798.50
					Engineering	21,120.50
					Total	$188,919.00

Type Code X081
Structure (Br. No. 11755A)(Sta. 106+51 to Sta. 109+31.50)

Total as on Estimate of July 14, 1986 $301,170.00

Length of Roadway -------------------- 0.148 mi.
Length of Structure ------------------ 0.053
TOTAL 0.201 mi.

Cost of Roadway Per Mile ------------ $1,276,479.73

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway	075	$188,919.00	$166,532.00	$11,193.50	$11,193.50
Structure	075	301,170.00	265,481.00	17,845.00	17,844.00
Total		$490,089.00	$432,013.00	$29,037.50	$29,037.50

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09975
Prefix No. C536-1983 P.E.
Prefix No. C09975

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 500.00

RLC:me

9975

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7-268	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Yamhill
PROJECT REPORT NUMBER	7-21-86	Project Number RS-A563(2)
MODIFICATION NUMBER		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on March 26, 19 85.

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 490,089	$ 478,739
Federal funds	$ 432,013	$ 422,008
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 21ST day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout
for
Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 14, 1986

FEDERAL AID PROJECT NO. RS-A563(2)

WILLAMINA CREEK BRIDGE SECTION
COUNTY ROAD
YAMHILL COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X081
STRUCTURE (BR. NO. 11755A)(STA. 106+51 to 109+31.5)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
PA 6 Non-Spec. Cl. 4000 PC	$ -----	-----	$ -----	100%	$ 4,935.00	
PA 8 PA Adjust to BI #44	-----	-----	-----	100%	6,415.00	
				Total	$11,350.00	Decrease

Subtotal from estimate of 3-19-85	Type Code I000	$312,250
		-11,350
		$301,700
Subtotal from estimate of 3-14-85	Type Code I000	177,569
	Total	$478,739

Length of Roadway	0.148 mi.
Length of Structure	0.053
Total	0.201 mi.
Cost of Roadway Per Mile	$1,199,790.54

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
Roadway	075	88.15	$ 177,569.00	$ 156,527.00	$ 10,521.00	$ 10,521.00
Structure	075	88.15	301,170.00	265,481.00	17,845.00	17,844.00
Total			$ 478,739.00	$ 422,008.00	$ 28,366.00	$ 28,365.00

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09975
Prefix: No. C536-1983 P.E.
Prefix: No. C536-1096

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 500.00

DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA 3 185	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Yamhill PROJECT NO. RS-A563(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamina Creek Bridge No. 11755A

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-13-85	0.201

OTHER *(Specify)*

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 490,089.00	$ 432,013.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
MX For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator MAR 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 19, 1985

Federal Aid Project No. RS-A563(2)

Willamina Creek Bridge Section
Fort Hill County Road
Yamhill County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 102+60 to Sta. 106+51, & Sta. 109+31.5 to Sta. 113+23)

Mobilization	Lump Sum	All	Lump Sum	$ 26,578.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,000.00
Temporary Signs	Sq. Ft.	226	6.00	1,356.00
Temporary Barricades	Each	2	80.00	160.00
Temporary Guard Rail, Type 1, Reflectorized	Lin. Ft.	125	11.00	1,375.00
Temporary Guard Rail, Type 2A, Reflectorized	Lin. Ft.	150	16.00	2,400.00
Temporary Plastic Safety Markers	Each	8	30.00	240.00
Flaggers	Hour	350	14.50	5,075.00

ROADWORK

Clearing and Grubbing	Lump Sum	All	Lump Sum	2,500.00
Toe Trench Excavation	Cu. Yd.	74	10.00	740.00
General Excavation	Cu. Yd.	5,830	2.75	16,032.50
Trench Excavation	Cu. Yd.	57	4.00	228.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	2,000.00
Watering	M-Gal.	80	15.00	1,200.00
3/4"-0 Aggregate Base	Ton	500	9.50	4,750.00
Aggregate Base	Ton	3,880	7.50	29,100.00
Class "B" or Class "C" Asphalt Concrete	Ton	925	39.00	36,075.00
12-inch Culvert Pipe	Lin. Ft.	140	5.00	700.00
18-inch Culvert Pipe	Lin. Ft.	48	7.50	360.00
Concrete Inlets, Type D	Each	2	700.00	1,400.00
Concrete Inlets, Type G-2	Each	2	700.00	1,400.00
Guard Rail, Type 2A	Lin. Ft.	150	18.00	2,700.00
Guard Rail, Type 3	Lin. Ft.	100	30.00	3,000.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Rail End Pieces, Type C	Each	4	125.00	500.00
Extra for Asphalt Approaches	Each	7	150.00	1,050.00

Drainage Curbs	Lin. Ft.	60	10.00	600.00
Loose Riprap, CLass 50	Cu. Yd.	8	30.00	240.00
Loose Riprap, Class 200	Cu. Yd.	240	20.00	4,800.00
Riprap Backing	Sq. Yd.	323	3.00	969.00
Delineators, Type 2	Each	6	22.00	132.00
Delineators, Type 4	Each	4	22.00	88.00
Seeding, Fertilizing and Mulching	Acre	1	1,500.00	1,500.00
				$ 154,448.50

ANTICIPATED ITEMS

Temporary Erosion Control	All Required	$ 1,000.00
Relocation of Existing Signs	All Required	1,000.00
		$ 2,000.00
	Subtotal	$ 156,448.50
	Engineering	21,120.50
	Total	$ 177,569.00

Type Code X081

Structure (Br. No. 11755A)(Sta. 106+51 to Sta. 109+31.5)

Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	$ 7,500.00
Structure Excavation	Cu. Yd.	263	7.00	1,841.00
Structure Excavation Below Elevations Shown	Cu. Yd.	26	10.00	260.00
Special Wall Backfill	Cu. Yd.	12	12.00	144.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	6,620.00
Furnish HP 12x53 Steel Piling	Lin. Ft.	476	20.50	9,758.00
Drive Steel Piles	Lin. Ft.	404	1.00	404.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	21,600.00
Structural Concrete, Class 4500	Lump Sum	All	Lump Sum	7,500.00
Reinforcement (19,640 lbs.)	Lump Sum	All	Lump Sum	8,820.00
4'x55'/60' Prestresed Slabs	Each	24	3,585.25	86,046.00
4'x110'/115' Prestressed Slabs	Each	8	11,205.00	89,640.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	124	54.00	6,696.00
Concrete Bridge Rail	Lin. Ft.	563	40.00	22,520.00
Membrane Waterproofing	Sq. Yd.	923	6.50	5,999.50
			Subtotal	$ 275,348.50
			Engineering	37,171.50
			Total	$ 312,520.00

Length of Roadway -------------	0.148 mile
Length of Structure -----------	0.053 mile
TOTAL	0.201 mile
Cost of Roadway Per Mile ------	$1,199,790.54

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$177,569.00	$156,527.00	$10,521.00	$10,521.00
Structure	312,520.00	275,486.00	18,517.00	18,517.00
TOTAL	$490,089.00	$432,013.00	$29,038.00	$29,038.00

Group 1: 100%
Contract No. 9975
Prefix: 536-1983 P.E.
536-1096
Appn Code: 075

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$	500.00

WH:me

9975

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9975

TO: Commission Services

DATE: January 28, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9975 , On Site Work Substantially Completed December 19, 1985
All Work Completed	May 14, 1986
Project	Willamina Creek Bridge
Highway	FAS A-563 (Fort Hill Road)
County	Yamhill
Type of Work	Grading, Paving and Structure
Contractor	Holm II

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

Feb report

CPC/FM2

2-10-87 - Surety letter written.

RECEIVED
FEB -4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

September 17, 1986

John Alltucker, President
Eugene Sand & Gravel, Inc.
P.O. Box 1067
Eugene, OR 97440

CON

I have had our Construction Section and Materials lab do an extensive re-evaluation of the price adjustment penalties assessed against your company on three separate contracts involving five bridges.

We began using plastic cylinder molds at the Eugene Sand & Gravel prestress plant in August, 1985. Plastic molds are allowable under AASHTO M 205-81, which is referenced in our Standard Specifications. We were unaware of the effects of the use of plastic molds at the time we began using them and we certainly did not advise your company of possible consequences. We have subsequently found through numerous tests that plastic molds consistently produce results which are approximately 7 1/2 percent lower than the steel molds.

Because we were not able to advise you of the effects of using plastic molds, I have directed our Construction Section to go back to the original test results and penalty calculations and increase the 28 day strengths by 7 1/2 percent where plastic molds were used and recompute the price adjustment.

In doing so, we found that test results on Contract Number 9975, Willamina Creek Bridge, were based on cylinders which were cast in steel molds. We did not adjust the penalty on that contract.

The following is a tabulation of the original penalties and the adjusted penalty:

Contract	Original Penalty	Adjusted Penalty
Contract No. 9975 Willamina Cr. Br.	$10,569.30	$10,569.30
Contract No. 10,098 Marquam Cr. Br.	7,815.75	492.78
Contract No. 10,078 Fremont Hwy. Brs.	26,004.00	4,759.50
TOTAL	$44,389.05	$15,821.58

DIFFERENCE - $28,567.47

I am sorry that we cannot help you with the Willamina Creek Bridge price adjustment but we have been able to offer a significant reduction on the other two contracts because of the change in casting molds. I hope this change resolves the matter.

W. E. Schwartz
Assistant State Highway Engineer

WES:sl

cc Fred D. Miller
C. O. Fredrickson
Bill Quinn
M. D. Glenn

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

CON 5 9975, 10078,
10098

RECEIVED
ST HWY ENGR
SEP 10 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: W. E. Schwartz, P.E.
Ass't. State Highway Engineer

DATE: September 9, 1986

FROM: C. O. Fredrickson
C. O. Fredrickson
Construction Engineer

SUBJECT: Price Adjustments, Low Strength Concrete
Contract Numbers 9975, 10078 and 10098
Eugene Sand & Gravel Co.

The price adjustments have been recomputed for the subject projects, as discussed with you and with W. J. Quinn. A copy of a September 5 letter from M. D. Glenn (attached), shows the original and the recomputed adjustment figures. A brief chronology of what has taken place may help to show how these amounts were computed and what has taken place during the past 22 months on these projects.

Willamina Creek Bridge - Contract No. 9975
November 20, 1985 (Original Calculation)

Test Cylinders were cast July 11 to July 25 in Steel Molds. Price adjustment was based on 28 day breaking strength in the OSHD Materials Laboratory, as per specifications.

Calculated price adjustment - $10,569.30
No change from original calculation.

Marquam Creek Bridge - Contract No. 10098
November 22, 1985

Test Cylinders were cast in Plastic Molds. Price adjustment was based on 28 day breaking strength in the OSHD Materials Laboratory, as per specifications.

Calculated price adjustment - $7,815.75

March 12, 1986 (Re-calculation)

Because of difference in breaking strength of cylinders cast in steel and concrete molds, averaged test results between the two.

Re-calculated price adjustment - $2,791.65

August 29, 1986, letter from W. J. Quinn, Engineer of Materials, indicated that testing had shown that cylinders cast in steel molds would attain an average of 7-1/2 percent higher compressive strength at 28 days. This factor was applied.

Re-calculated price adjustment - $492.78

Fremont Highway Bridges - Contract No. 10078
October 1, 1985 (Original Calculation)

Test Cylinders were cast in Plastic Molds. Price adjustment was based on 28 day breaking strength in the OSHD Materials Laboratory, as per specifications.

Calculated price adjustment - $26,004.00

March 12, 1986 (Re-calculation)

Because of difference in breaking strength of cylinders cast in steel and concrete molds, averaged test results between the two, and in this case added a price adjustment for a low cement content as shown on the test report.

Re-calculated price adjustment - $11,755.50

April 3, 1986

Advised that cement content shown on the test report was incorrect.

May 29, 1986 (Re-calculation)

Re-calculated price adjustment - $8,398.50

September 5, 1986 (Re-calculation)

August 29, 1986, letter from W. J. Quinn, Engineer of Materials, indicated that testing had shown that cylinders cast in steel molds would attain an average of 7-1/2 percent higher compressive strength at 28 days. This factor was applied.

Re-calculated price adjustment - $4,759.50

A summary of the price adjustment data is shown in M. D. Glenn's letter. We have used every possible means to make the price adjustment as equitable as possible, and are in agreement with the Materials Laboratory on this method of calculation. Since Eugene Sand & Gravel Co. has contacted you on this matter, please review these methods and procedures and advise if you need any further information. With this last calculation, the price adjustment has been reduced from $44,389.05 to $15,821.08, a difference of $28,567.97.

COF:mk
Attach.

cc: W. J. Quinn
M. D. Glenn

0909lm

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6509

FILE: CON 5
10078 & 10098

TO: C. O. Fredrickson
Construction Engineer

DATE: September 5, 1986

MDGlenn

FROM: M. D. Glenn
Quality Control Supervisor Retired

SUBJECT: Fremont Highway Bridges, Contract No. 10078
Marquam Creek Bridge, Contract No. 10098
Low Strength Concrete Cylinders - Eugene Sand and Gravel Prestressed Members

Attached are calculations for revised price adjustments for acceptance of non-spec prestressed concrete members produced by Eugene Sand and Gravel (ES&G).

This third adjustment is based on adding 7.5 percent to the original cylinder test results recommended by W. J. Quinn, Engineer of Materials, in his letter dated August 29, 1986.

This adjustment results in an additional reduction of $1,665.00 in the price adjustment for the Fremont Highway Bridges, Contract No. 10078. This also results in an additional $2,298.87 reduction in the price adjustment for the Marquam Creek Bridge, Contract No. 10098, for a total additional reduction of $3,963.87.

The original price adjustment of $10,569.30 for the Willamina Creek Bridge, Contract No. 9975, remains unchanged.

Summary

Project	Contract Number	Revised Reduction	Original Reduction
Willamina Creek Bridge	9975	$10,569.30	$10,569.30
Fremont Highway Bridges	10078		
Class 5500		$ 672.00	$ 3,948.00
Class 6000		1,935.00	12,060.00
Class 6500		2,152.50	9,996.00
Totals		$ 4,759.50	$26,004.00
Reduction in price adjustment = $21,244.50 (81.7%)			
Marquam Creek Bridge	10098	$ 492.78	$ 7,815.75
Reduction in price adjustment = $7,322.97 (93.7%)			

MDG:mk

cc: Bill Quinn
Walt Hart
Bill Piete/att.
Jerry Thackery/att.
Quality Control (2)/att.
Contract Payments/att.

John Altucker/att.
Eugene Sand & Gravel
P. O. Box 1067
Eugene, OR 97440

09046md

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: August 29, 1986

W.J. Quinn

FROM: W. J. Quinn
Engineer of Materials

SUBJECT: Concrete Strength

This is in answer to your question concerning the low concrete cylinder breaks from material produced by Eugene Sand and Gravel for prestress concrete slabs on contracts 9975, 10078 and 10098. I recommend that no adjustment be made in the concrete test results for contract 9975, but a 7 1/2 percent addition be made to the results for contracts 10078 and 10098. This recommendation is based on recent test results which indicated plastic cylinder molds produced an average reduction of 7 1/2 percent in 28 day compression strength when compared to concrete cylinders made in reusable steel molds. After doing some research, I found we began using plastic cylinder molds in the Eugene Sand and Gravel prestressed concrete plant in August, 1985. We began using the molds without knowledge of the effects, and we certainly did not make Eugene Sand and Gravel aware of the consequences. At present, AASHTO M 205-81 allows the use of either reusable steel molds or single use plastic molds.

For your information, we began specifying the use of single use plastic molds in our Special Provisions as of April, 1986, and they will be included in our new Standard Specifications when they are published. We went to the plastic molds because they had several advantages over the steel molds and the tin molds that were previously used. The plastic molds are watertight, whereas the steel molds leak if no special precautions are taken each time they are used. Plastic molds are more resistant to permanent deformation during routine handling than are tin molds. Finally, the plastic molds are significantly less expensive than either the steel or tin mold.

The Salem Lab has made the test results known to the Oregon Prestressed Concrete Industry and appropriate adjustment will be made in their mixes to compensate for the difference in apparent strength. Basically, the state will pay more for the final product because of our decision to use plastic cylinder molds.

WJQ:dn

CE F..... CAE ......
COE ..... OM ......
OE ....
CA ....
CAM ....
EEO ______

RECEIVED
AUG 29 1986
CONSTRUCTION
SECTION

SPC ...... TC ......
SA ...... CC ......
FE ...... CP ......
POC ______
OCS ______
FILE ______

Contains
Recycled
Materials

81-129-1987

9 ! 7 =

STATE OF OREGON

ROAD DESIGN SECTION 378-3487

INTEROFFICE MEMO

DES 16

TO: D. O. Christensen
Road Design Engineer

DATE: September 3, 1986

George F. Strawn

FROM: George F. Strawn
R/W Descriptions Supervisor

SUBJECT: Drawing No. 1RV-541 (2 Sheets)
Willamina Creek (Fort Hill Rd.) Bridge Section
FAS-A563 (Fort Hill Road)
Yamhill County

Enclosed is the Right of Way Plan for the subject project which will be submitted to the Federal Highway Administration for final approval.

Your approval and transmittal to Mr. Hunter is recommended.

Following approval by Mr. Hunter, please return the Plan to our office for further processing.

GFS:rlr
Attachment

APPROVED
BGB Pool
Location Engineer
Date 9-3-86

9/3 Signed and returned.
Cm

25-1307

9975

N

WE LY REPORT FOR CONSTRUCTION P JECTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEK ENDING April ~~129~~ 19 1986

PROJECT NAME (SECTION) Willamina Creek Bridge

CONTRACT NO 9975

HIGHWAY FAS-A563(Ft. Hill Rd.)

COUNTY Yamhill

F.A. PROJECT NO. RS-A563(2)

CONTRACTOR Holm II

KIND OF WORK Grading, Paving Structure

DATE OF AWARD March 12, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 490,657.10

ESTIMATED PROJECT COST $ 466,500.00

ESTIMATED PERCENT ~~OVER~~RUN/UNDERRUN -4.9%

ENGINEERING

AUTHORIZATION $ 38,906.73

COST THIS WEEK $ 269.46

TOTAL TO DATE $ 42,374.07

PERCENT OF AUTHORIZATION 108 %

FIRST NOTIFICATION DATE April 22, 1985

ESTIMATED DATE OF COMPLETION, OR Complete

SECOND NOTIFICATION DATE AND October 25, 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE Submitted

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	11/01/85	220	215	97	Yes
B	12/20/85	5	4	80	Yes
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	5,830 CY	4,380 CY	925 CY			
EST. CORRECTED QUANTITIES	5,382 CY	4,167 CY	931 CY			
EST. PERFORMED TO DATE	5,382 CY	4,167 CY	931 CY			
PERCENT PERFORMED TO DATE	100	100	100	0	100	0

ACTIVITIES THIS WEEK:

No Activity

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Semi-final submitted April 15. This will be the final weekly report

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) William H Piete
WILLIAM H. PIETE

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

9975 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A563(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30032

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO Potter
FOR
Info

7. DATE AUTHORIZATION EFFECTIVE October 11, 1985

8. FEDERAL ROUTE NUMBER Secondary A563

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Willamina Creek Bridge #11755F000

11. GENERAL DESCRIPTION OF WORK

Remove old pavement striping and placement of new permanent striping.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-11-85 as requested in Mr. Fredrickson's letter of 12-11-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $2,500;
Federal Funds $2,204.

14. DATE 12/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9-75

11-14-85

N

Pat-

11-14

This response handled by telephone. Region I was contacted and paperwork is due in this office today. Boehler was so advised, and my staff has been told to get on this project as soon as the information reaches us. I discussed the problems we have with this process and how we're trying to speed it up. He was very understanding, but hopes we can, in fact, shorten the time span on future jobs.

RECEIVED
STATE HWY ENGR

NOV 15 '85

REFER TO
Rulien
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						

NS
North Santi

ATTN:
W. E. SWARTZ

RECEIVED
STATE HWY ENGR
NOV 12 '85
REFER TO
Fredricksen
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Would like to see copy of your response
WES

C. O. Fredrickson
Oregon State Highway En
1158 Chemeketa
Salem, Oregon 97310

Mr Fredrickson:

It is with frustration this letter is being written. Frustration because for the second year (see enclosed letter regarding Lebanon/OSHD Street Project of 1984) we are faced with what we believe to be unnecessary delays in processing the paperwork to "final" a project and receive money retained previously.

The project we are referring to is the Division 2C paving project, Contract No. 9975. The project was completed in July, 1985.

Too long what is reason?

July 25, 1985, North Santiam Paivng Company wrote the Region requesting final approval and acceptance of this project. Six week and four days later (September 9th) a response to that letter was received. We were advised of the inspection and corrective work to be performed. Some of the corrective work was not the responsibility of North Santiam Paving and the Region was so informed. The remainder was completed in September.

Your Region office agreed on relieving North Santiam Paving Company of any responsibility of the "slick spots" and decided to issue an Extra Work Order No. 1. This force account work was performed (and terminated) on October 2, 1985.

October 31 we were advised by the Region they were in the process of completing paper work for the semi-final and it should be sent to Salem by November 7th.

Almost four months after completing a relatively simple project we are still awaiting some answer regarding approval and acceptance.

We believe someone in the Highway Division must address these problems of continual delay in processing the final. We think this should be a priority item as it is happening also with other contractors at increasing frequency.

Various suggestions habe been made in the past but maybe it would be best if the work "from the top" got to the Regions and strict adherence to time limits and guidelines be followed.

RECEIVED
1985
SECTION
LS TC
SA CC
FE CP
PQC
QCS
FILE

41203 Kingston-Lyons Drive • P. O Box 516 • Stayton, Oregon 97383 • (503) 769-3436
PAVING • ROAD CONSTRUCTION • GRADING • TRUCKING • ROCKING

Due to these delays we are also faced with additional expense in the form of interest (service) charges by our suppliers because of materials not paid for in a timely manner.

Thank you for your consideration regarding this matter.

Sincerely

Ralph F. Bochsler
President

Encl. : Lebanon/NSP Co letter of 10/82/85
District 2C letters
Western-Pacific letter of 11/1/85

RFB/ldb

W.E. SWARTZ

NSP
North Santiam Paving Co.

RECEIVED
STATE HWY ENGR
NOV 12 '85
REFER TO Schultz
FOR

Info	Inves	R/D	D/R	Sign	Act	File

November 8, 1985

C. O. Fredrickson
Oregon State Highway Engineer
1158 Chemeketa
Salem, Oregon 97310

We need to do something about these delays R

Mr Fredrickson:

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PAVING • ROAD CONSTRUCTION • GRADING • TRUCKING • ROCKING

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Ralph F. Bochsler
President

Encl. : Lebanon/NSP Co letter of 10/82/85
District 2C letters
Western-Pacific letter of 11/1/85

RFB/ldb

LARRY W. RULIEN

March 20, 1985

CON 5

Holm II, Inc.
P. O. Box 453
Stayton, OR 97383

#9975

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9975 for work on the Willamina Creek Bridge Section of FAS A-563 (Fort Hill Road) in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
William Piete

HOLM II, INC.
General Contractors – Bridge Construction
WOMAN OWNED
P.O. Box 453 • Stayton, Oregon 97383 • (503) 769-2649

LINDA HOLM, President
DENNIS HOLM, Vice President

RECEIVED
MAR 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

March 11, 1985

Mr. Robert Gormsen
Commission Services
Room 121
Transportation Building
Salem, Oregon 97310

Re: Willamina Creek Bridge
Yamhill County
Bid Date: March 7, 1985
DBE Goals

Holm II, Inc. intends to use the following firms to meet the DBE goals for the above referenced project:

Arrow Brothers Corp.
AGC Center, NO. 310
9450 SW Commerce Circle
Wilsonville, Oregon 97070

ITEM		UNIT	AMOUNT
5.	Temporary Guardrail T 1	11.00	1,375.00
6.	Temp. Guardrail T 2A Ref.	18.00	2,700.00
22.	Guardrail Type 2A	18.00	2,700.00
23.	Guardrail Type 3	22.50	2,250.00
24.	Guardrail Anchor Type 1	325.00	1,300.00
25.	Rail End Pcs. Type C	80.00	320.00
31.	Delineators, Type 2	21.00	126.00
32.	Delineators, Type 4	12.00	48.00
Extra	Guardrail Connection .	350.00	1,400.00
			$12,219.00

Respectfully submitted,

Linda Holm

Linda Holm
President

EQUAL OPPORTUNITY EMPLOYER

9975

March 14, 1985 PRO

Yamhill County Board
 of Commissioners
Courthouse
Attn: William Gille
 County Engineer
5th & Evans Street
McMinnville, OR 97128

Re: Willamina Co. (Fort Hill Rd.) Br.
Project No. RS-A563(2)
Yamhill County

On March 7, 1985 the State Highway Division received a satisfactory bid from Holm II, Inc., P.O. Box 453 Stayton, Oregon 97383 on the subject project.

This project is a Federal-Aid Secondary project and as per our Agreement No. 7772 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction cost as computed below.

Contractor's Bid		$ 429,797.00
Anticipated Items		2,500.00
SUBTOTAL		$ 432,297.00
Contingencies (4 1/2%)		19,453.37
Engineering (9%)		38,906.73
Total Construction Cost		$ 490,657.10
Estimated P.E. & R/W Cost		92,700.00
Less Free Br. Design & Specs.		(20,300.00)
Less Federal Funds (88.15%)		(496,334.83)
Less 1/2 Balance State Share		(33,411.14)
Less County's Advance Deposits		
P.E. AD #94-19	$ 3,300	
Const. (65%) AD #85-15	20,900	(24,200.00)
County's Remaining Balance Due		$ 9,111.13
ADVANCE DEPOSIT ROUNDED		$ 9,100.00

ck
Received
3-28-85
MKS

H

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $9,100 by March 29, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:bkb
Attachments
bcc: w/AD #85-21
Rick Sjolander, Region 2
Vern Skoog - Please return completed AD #85-21 when advance deposit is received.

9975

February 21, 1985

PRD

Yamhill County Board
of Commissioners
Courthouse
5th & Evans Street
McMinnville, OR 97128

Attn: Mr. William Gille
County Engineer

RE: Willamina Cr. (Fort Hill Rd.) Br.
Project No. RS-A563(2)
Yamhill County

On March 7, 1985 a bid will be taken by the Highway Division on the subject project. This project is a Federal Aid Secondary-County Project and as per Agreement No. 7772 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below.

Estimated Total Construction Cost	$543,900.00
Less Federal Funds (88.15%)	(479,447.85)
Less State Share 1/2 Balance	(32,226.08)
County's Share 1/2 Balance	32,226.07
(65%) County's Share & Advance Deposit	$ 20,900

check P.E. Cst at letting

We will award the contract when we receive your advance deposit in the amount of $20,900 and the DBE/WBE Goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

CK
Received
3-12-85

Gary A. Potter, Manager
Program Section

MKS:pf
Attachments

bcc w/AD #85-15: Rick Sjolander, Region 2
Vern Skoog - Please return completed AD #85-15 when advance deposit is received.

```
                                       536   2511    407      00 P 1
                                       536   2511    409      00 P 1                                              187.88
                                       536   2511    409      00 N 1                                               61.13
                                       536   2511    412      00 P 1                                              279.77
                                       536   2511    413      00 P 1                                               18.30
                                       536   2511    414      00 P 1                                            2,850.95
                                       536   2511    414      00 N 1                              65.20            65.20
                                       536   2511    415      00 P 1                                               83.30
                                       536   2511    419      00 P 1                                               28.14
                                       536   2511    419      00 N 1                               4.94             4.94
                                       536   2511    471      00 P 1                                                4.16
                                       536   2511    903      00 P 1                                               20.78
                                       536   2511    920      00 P 1                                               28.71
                                       536   2511    930      00 P 1                                              406.17
                                                     TOT      P1                              4,750.00CR       22,638.36
                                                     TOT      N1                              4,820.14          4,931.27
                                                  ** JOB TOTALS **                  **           70.14  **     27,569.63  **

  WILLIMANIA CREEK BR-FORT HILL CONT NO       FA PROJ NOS RS   A563001 100                                                      STATE
                                       536   2519    296      00 N 9     100.65CR          711.02CR         4,407.00CR
                                       536   2519    298      00 N 9     100.65            711.02           4,407.00
                                       536   2519    401      00 P 1   1,694.00          1,694.00           1,694.00
                                       536   2519    407      00 P 1        .60             87.29           1,710.65
```

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                            JANUARY 1985          PAGE 1216

                                                                                         FISCAL           GRAND TOTAL
        DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      YEAR TO DATE          TO DATE
                                       536   2519    412      00 P 1      37.87            126.71             375.40
                                       536   2519    413      00 P 1       9.61              9.61               9.61
                                       536   2519    414      00 P 1      22.04            220.15           1,890.75
                                       536   2519    430      00 P 1                       121.23             433.81
                                       536   2519    920      00 P 1                        15.14              30.24
                                       536   2519    930      00 P 1      37.17            284.47             284.47
                                       536   2519    950      00 P 1                                          339.71
                                                     TOT      P1       1,801.29          2,558.60           6,768.64
                                                  ** JOB TOTALS **     1,801.29  **      2,558.60  **       6,768.64  **

  CLACKAMAS RIV-SE DUKE ST     CONT NO        FA PROJ NOS I    257005 100 I    257005                                          STATE
                                       603   2515    296      00 N 9  17,518.04         27,036.00CR      1,648,602.70CR
                                       603   2515    296      00   0                                      1,970,494.60CR
                                       603   2515    298      00 N 9  17,518.04CR       27,036.00        1,648,602.70
                                       603   2515    298      00   0                                      1,970,434.60
                                       603   2515    401      00 P 0                                        939,175.00
                                       603   2515    401      00 P 1                    25,912.61          916,060.21
                                       603   2515    401      00 N 1                    25,912.61CR         66,714.00CR
                                       603   2515    401      00   0                                         96,825.00
                                       603   2515    402      00 P 0                                          3,110.00
                                       603   2515    403      00 P 0                                        763,114.92
                                       603   2515    403      00 P 1                                        401,732.00
        536    1956      960       00 N 1                                                          126.37
                         TOT          P1                                                        38,042.16
                         TOT          N1                                                           609.96
                      ** JOB TOTALS **                   **                    **               38,652.11   **

WILLAMINA CR(FORT HILL) BR    CONT NO      FA PROJ NOS RS   A563001 100
                          536    1983      296       00 N 9      2,343.01CR        18,229.96CR        74,203.96CR    STATE
                          536    1983      298       00 N 9      2,343.01          18,229.96          74,203.96
                          536    1983      901       00 P 1        643.14           1,029.46          34,836.87
                          536    1983      901       00 N 1                                              528.79
                          536    1983      905       00 P 1        327.89           1,679.04           8,675.88
                          536    1983      906       00 P 1                           114.61             917.82
                          536    1983      909       00 P 1                           223.46           2,941.80
                          536    1983      910       00 P 1                                              360.00
                          536    1983      911       00 P 1                                               76.44
                          536    1983      913       00 P 1                            31.20             133.29
                          536    1983      918       00 P 1                           256.68             871.00
```

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                  JANUARY 1985          PAGE 1021

        DESCRIPTION                                                                 FISCAL              GRAND TOTAL
                               PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH      YEAR TO DATE           TO DATE
                          536    1983      920       00 P 1          57.97            118.57              332.00
                          536    1983      921       00 P 1          90.36            335.28              520.92
                          536    1983      922       00 P 1           8.33             53.52              111.93
                          536    1983      926       00 P 1         180.99          2,007.83            9,844.05
                          536    1983      927       00 P 1         257.87         10,056.64           20,061.79
                          536    1983      929       00 P 1         201.26            544.14              776.17
                          536    1983      932       00 P 1          10.80             48.31              115.71
                          536    1983      933       00 P 1           2.23            178.06              448.63
                          536    1983      937       00 P 1          14.46             32.78            4,253.64
                          536    1983      950       00 P 1                           205.44              696.55
                                           TOT          P1        1,795.30         16,915.02           85,974.49
                                           TOT          N1                                                528.79
                                        ** JOB TOTALS **          1,795.30  **     16,915.02  **       86,503.28  **

S BAKER INCH-DURKEE          CONT NO        A PROJ NOS IR   8407003 100
                          601    196       296       00 N 9                                         46,328.01CR    STATE
                          601    1968      298       00 N 9                                         46,328.01
                          601    1968      901       00 P 1                                          9,264.85
                          601    1968      905       00 P 1                                          6,152.63
                          601    1968      906       00 P 1                                          1,608.39
                          601    1968      910       00 P 1                                         12,720.49
                          601    1968      910       00 N 1                                             75.00
                          601    1968      911       00 P 1                                            123.12
                          601    1968      918       00 P 1                                          1,807.84
                          601    1968      920       00 P 1                                            118.21
                          601    1968      921       00 P 1                                          5,467.05
                          601    1968      922       00 P 1                                             77.22
```

20,061.79
917.82
776.17
526.92

9975 (ORIGINAL) C536 1983

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

2-12-85

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

TATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OR 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 12-17-82
TO 2-12-85

FEDERAL AID PROJECT NO.
RS - A563 (1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
87,816.55✓ 87,839.55	86,569.22	88.15%	76,310.76	76,310.76	-0-
7,125.85	7,125.85	88.15%	6,281.43	6,281.43	-0-
94,965.40	93,695.07	88.15%	82,592.19	82,592.19	$0.00

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
ADJUSTMENTS
AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Williamina Creek (Fort Hill Rd.) Bridge Yamhill County Rd. Yamhill County					
	Type Code PE Preliminary Engineering					
	State	All Required			86,569.22	
	Type Code R.O.W.					
	Right - of - Way	All Required			1,694.00	
	Acquisition Expense					
	State	All Required			5,431.85	
	Total Participating Cost				93,695.07	
	Non-Participating Project Cost					
	Non-Participating Engineering	All Required			1,270.33	
	Total Non-Participating Project Cost				1,270.33	
	Total Project				94,965.40	
	Totals are as of the FHWA billing voucher dated 10/19/88 Right-of-Way plans were approved by FHWA on 11/13/86 Participating Costs are for right-of-way actually incorporated into the final project, and all costs have been previously certified by the right-of-way engineering.					
	AMOUNT CARRIED FORWARD					

```
                       JOB COST SUMMARY RUN ON  12-04-89
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                           PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 12/02/89
                         FOR EXPENDITURE ACCOUNT C5361983

                                             CREW   MSA          CURRENT         BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--          ------ -------- ---------- ------ -----         -------          ----------
C5361983 000    900      598        0523                                          22.99
OBJ-DETAIL 598                                                                     22.99

ACTIVITY    900                                                                    22.99 SUBTOTAL

C5361983 000    901      001        8014                                        -346.36
OBJ-DETAIL 001                                                                   -346.36

ACTIVITY    901                                                                  -346.36 SUBTOTAL

C5361983 000    905      001        7100                                         -51.36
OBJ-DETAIL 001                                                                    -51.36

C5361983 000    905      504        0523                                         -18.00
OBJ-DETAIL 504                                                                    -18.00

ACTIVITY    905                                                                   -69.36 SUBTOTAL

C5361983 000    921      504        0523                                        -213.30
OBJ-DETAIL 504                                                                   -213.30

C5361983 000    921      598        0523                                         -43.00
OBJ-DETAIL 598                                                                    -43.00

ACTIVITY    921                                                                  -256.30 SUBTOTAL

C5361983 000    923      001        0523                                         -36.84
OBJ-DETAIL 001                                                                    -36.84

ACTIVITY    923                                                                   -36.84 SUBTOTAL

C5361983 000    927      001        7400                                         -30.28
OBJ-DETAIL 001                                                                    -30.28

ACTIVITY    927                                                                   -30.28 SUBTOTAL

C5361983 000    932      504        0523                                          -2.40
OBJ-DETAIL 504                                                                     -2.40

ACTIVITY    932                                                                    -2.40 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                          -718.55


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  12-04-89
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 12/02/89
                          FOR EXPENDITURE ACCOUNT C5361983

                                            CREW   MSA
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD      CURRENT       BALANCE TO
--        ------ -------- ---------- ------ -----       MONTH          DATE
                                                       -------      ----------
C5361983 001   901      001         8014
OBJ-DETAIL 001                                                        346.36
                                                                      346.36
ACTIVITY   901
                                                                      346.36 SUBTOTAL
C5361983 001   905      001         7100
OBJ-DETAIL 001                                                         51.36
                                                                       51.36
C5361983 001   905      504         0523
OBJ-DETAIL 504                                                         18.00
                                                                       18.00
ACTIVITY   905
                                                                       69.36 SUBTOTAL
C5361983 001   921      172         0523
OBJ-DETAIL 172                                                         43.00
                                                                       43.00
C5361983 001   921      504         0523
OBJ-DETAIL 504                                                        213.30
                                                                      213.30
ACTIVITY   921
                                                                      256.30 SUBTOTAL
C5361983 001   923      001         0523
OBJ-DETAIL 001                                                         36.84
                                                                       36.84
ACTIVITY   923
                                                                       36.84 SUBTOTAL
C5361983 001   927      001         7400
OBJ-DETAIL 001                                                         30.28
                                                                       30.28
ACTIVITY   927
                                                                       30.28 SUBTOTAL
C5361983 001   932      504         0523
OBJ-DETAIL 504                                                          2.40
                                                                        2.40
ACTIVITY   932
                                                                        2.40 SUBTOTAL
SUB-JOB    001 SUBTOTAL
                                                                      741.54
C5361983 010   899      299         0100
OBJ-DETAIL 299                                                        528.79 ***
                                                                      528.79
ACTIVITY   899
                                                                      528.79 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

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                   JOB COST SUMMARY RUN ON  12-04-89
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 12/02/89
                    FOR EXPENDITURE ACCOUNT C5361983

                                            CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C5361983 010     900      598        0523                                      -22.99
C5361983 010     900      598        7144                                        -.01
OBJ-DETAIL 598                                                                 -23.00

ACTIVITY    900                                                                -23.00 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                                       505.79

C5361983 011     899      299        0100                                   87,287.76 ***
OBJ-DETAIL 299                                                              87,287.76

ACTIVITY    899                                                             87,287.76 SUBTOTAL

C5361983 011     900      598        7144                                         .01
OBJ-DETAIL 598                                                                    .01

ACTIVITY    900                                                                   .01 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                                    87,287.77

EA          C5361983 TOTAL                                                  87,816.55


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

TOT N1

** JOB TOTALS **	**		**	38,652.11 **

WILLAMINA CR(FORT HILL) BR CONT NO * FA PROJ NOS RS A563001 100 STATE

~~536~~	~~1983~~	~~296~~	~~00 N 9~~	~~7.93CR~~	~~20,970.16CR~~	~~76,944.16CR~~
536	1983	298	00 N 9	7.93	20,970.16	~~76,944.16~~ +
536	1983	901	00 P 1		1,737.10	35,544.51 ✗
536	1983	901	00 N 1			528.79 N
536	1983	905	00 P 1		1,757.40	8,754.24
536	1983	906	00 P 1		114.61	917.82 To 927
536	1983	909	00 P 1		223.46	2,941.80
536	1983	910	00 P 1			360.00
536	1983	911	00 P 1			76.44
536	1983	913	00 P 1		31.20	133.29
536	1983	918	00 P 1		256.68	871.00
536	1983	920	00 P 1		118.57	332.00
536	1983	921	00 P 1		617.30	~~802.94~~ FREE To 929
536	1983	922	00 P 1		63.10	121.51
536	1983	923	00 P 1		60.03	60.03
536	1983	926	00 P 1		2,007.83	9,844.05
536	1983	927	00 P 1		10,086.92	20,092.07 FREE
536	1983	929	00 P 1		595.58	827.61 1630.55 FREE
536	1983	932	00 P 1		140.22	207.62
536	1983	933	00 P 1		180.07	450.64
536	1983	937	00 P 1		32.78	4,253.64
536	1983	950	00 P 1		205.44	696.55
		TOT	P1		18,228.29	87,287.76
		TOT	N1			528.79
		** JOB TOTALS **		**	18,228.29 **	87,816.55 **

S BAKER INCH-DURKEE CONT NO * FA PROJ NOS IR 8407003 100 STATE

601	1968	296	00 N 9			46,328.01CR

DESCRIPTION	PREFIX		FUNCTION	SUB F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	601	1968	298	00 N 9			46,328.01
	601	1968	901	00 P 1			9,264.85
	601	1968	905	00 P 1			6,152.63
	601	1968	906	00 P 1			1,608.39
	601	1968	910	00 P 1			12,720.49
	601	1968	910	00 N 1			75.00
	601	1968	911	00 P 1			123.12
	601	1968	918	00 P 1			1,807.84
	601	1968	920	00 P 1			118.21
	601	1968	921	00 P 1			5,467.05
	601	1968	922	00 P 1			77.22
	601	1968	932	00 P 1			128.16
	601	1968	933	00 P 1			12,695.48
	601	1968	933	00 N 1			28.13

```
                      JOB COST SUMMARY RUN ON  12-04-89
                 EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                         PAYROLL CHARGES ARE LOADED
                       CHARGES ARE CURRENT TO 12/02/89
                       FOR EXPENDITURE ACCOUNT C5362519

                                         CREW   MSA         CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--         ------ -------- ---------- ------ -----        -------       ----------
C5362519 000     920       001        0631                                   18.53
OBJ-DETAIL 001                                                                18.53

ACTIVITY   920                                                               18.53 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                      18.53

C5362519 011     899       299        0100                                6,770.91 ***
OBJ-DETAIL 299                                                            6,770.91

ACTIVITY   899                                                            6,770.91 SUBTOTAL

C5362519 011     910       001        7111                                  328.59
OBJ-DETAIL 001                                                              328.59

ACTIVITY   910                                                              328.59 SUBTOTAL

C5362519 011     913       504        7111                                    7.82
OBJ-DETAIL 504                                                                7.82

ACTIVITY   913                                                                7.82 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                   7,107.32

EA         C5362519 TOTAL                                                 7,125.85

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

9975

CON 17-1+

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A563(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-2-85

4. PROGRAM NO.

5. ITEM NO. 30032

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
2/25

7. DATE AUTHORIZATION EFFECTIVE 2/13/85

8. FEDERAL ROUTE NUMBER Secondary A563

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Willamina Creek Bridge No. 11755A

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 2/11/85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $605,000; Federal Funds $533,300 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 2/7/85 that provision of FHPM 7-5-1 have been complied with.

The continuous rail traffic barrier shown on OSHD Standard Drawing #2126C is not an acceptable barrier system and not to be used on this project.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 2/2/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoss

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9975

1-28-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 536

County Yamhill

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A563(1) Prefix 536-2519

Project Name Willamina Cr. (Fort Hill Rd.) Br.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

NA 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ____________, Oregon, this ____ day of __________, 19__

OSHD Acquired

County of ________________
by William A [illegible]
Director of Public Works
County Judge/Chairman

Certified By:
Douglas J. Smith
Regional Right-of-Way Supervisor
Date 1-28/85

____
Commissioner

____
Commissioner

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/81

9975

1-14-85

Section Willamina reek Bridge Prog mming Estimate $ 500,000

Highway FAS A-563 (Fort Hill Road) Project Length 0.20 mi

County Yamhill Completion Time 220 C.D

Kind of Work Grading, Paving & Structure Est. Comp. Date 11/7/85

Prefix 536-1982-921 Letting Date Mar 7, 1985 Project No. RS-A563(2)

RECV'D 1/14/85 @ 9:40 AM
JG

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 476,732.80
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control	1000.00	
State Furnished ______		
Roadside Seeding & Mulching		$ 2,500.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages	500.00	
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Relocation of Existing Signing	1000.00	
Adjust Utilities:		
Subtotal		$ 497,232.80
Contingencies (4-1/2%)		21,565.48
Engineering (~~8~~, 9, ~~10~~%)		43,130.95
Subtotal		$ 543,929.23
Credit for ______		
Estimated Net Authorization, Construction		$ 543,929.23

APPROVED

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE

HIGHWAY DIVISION

Section: Willamina Creek Bridge Section

County: Yamhill

Sheet 1 of 3

Kind of Work: Grading, Paving and Structure

Length: 0.22

Date:

Name: BLACHLY

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	[illegible] UNIT. 12-7-84 [illegible] ESTIMATE IS PRICED FOR					
	LETTING 2-28-85					
	Mobilization		LUMP SUM	All	LUMP SUM	36,000
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	2,400.00
	Temporary Signs		SqFt	226	6.00	1356.00
	Temporary Guard Rail, Type 1, Reflectorized		Lin Ft	125	7.00	875.00
	Temporary Guard Rail, Type 2A, Reflectorized		Lin Ft	150	7.00	1,050.00
	Temporary Plastic Safety Markers		Each	8	50.00	400.00
	Flaggers		Hour	350	17	5950
	Temporary Barricades		Each	2	70.00	140.00
	ROADWORK					
	Clearing and Grubbing		LUMP SUM	All	LUMP SUM	1500
	Removal of Structures and Obstructions		LUMP SUM	All	LUMP SUM	2000
	Toe Trench Excavation		Cu Yd	74	10	740
	General Excavation		Cu Yd	5830	5.50	32 065
	Trench Excavation		Cu Yd	57	10	570
	Finishing Roadbed and Slopes		LUMP SUM	All	LUMP SUM	2 000
	Watering		M Gal	80 ~~69~~	10	800 ~~690~~
	3/4"-0 Aggregate Base		Ton	500 ~~480~~	13	6500 ~~[illegible]~~
	~~[illegible]~~ Aggregate Base		Ton	3880 ~~3387~~	8	31,040 ~~[illegible]~~
	Class "B" or Class "C" Asphalt Concrete		Ton	925 ~~1094~~	36	33,300 ~~[illegible]~~
	12-inch Culvert Pipe		Lin Ft	140	12	1680
	18-inch Culvert Pipe		Lin Ft	48	[illegible]	960

734-1736 (8-81)

SUMM RY--BID SCHEDULE--COST STIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Willamina Creekbridge Section			COUNTY	SHEET 2	OF 3
KIND OF WORK	KEY NUMBER		LENGTH	DATE	NAME

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Concrete Inlets, Type D		Each	2	400	800
	Concrete Inlets, Type G-2		Each	2	400	800
	Guard Rail, Type 2A		Lin Ft	150	15	2250
	Guard Rail, Type 3		Lin Ft	100	30	3000
	Guard Rail Anchors, Type 1		Each	4	350	1400
	Rail End Pieces, Type C		Each	4	85	340
	Extra for Asphalt Approaches		Each	7	175	1225
	Drainage Curbs		Lin Ft	60	10	600
	Loose Riprap, Class 50		Cu Yd	8	30	240
	Loose Riprap, Class 200		Cu Yd	240	18	4320
	Riprap Backing		Sq. Yd	323	4	1292
	Delineators, Type 2		Each	6	25	150
	Delineators, Type 4		Each	4	20	80
	Seeding, Fertilizing and Mulching		Acre	1	1000^{00}	1,000^{00}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Willamina Creek Bridge		COUNTY		SHEET 3 OF 3
KIND OF WORK	KEY NUMBER	LENGTH	DATE	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	~~Bridge Removal Work~~		~~LUMP SUM~~	~~All~~	~~LUMP SUM~~	~~26,000.00~~
	Shoring, Cribbing, Etc		LUMP SUM	All	LUMP SUM	10,000.00 ~~5,000~~
	Structure Excavation		Cu Yd	263	13.00	3,419.00
	Structure Excavation Below Elevations Shown		Cu Yd	26	13.00	338.00
	Special Wall Backfill		Cu Yd	12	15.00	180.00
	Furnish Pile Driving Equipment		LUMP SUM	All	LUMP SUM	15,000.00
	Furnish HP 12x53 Steel Piling		Lin Ft	476	17.50	8,330.00
	Drive Steel Piles		Lin Ft	404 ~~409~~	1.50	606.00 ~~600~~
	108 cy @ $220/cy Structural Concrete, Class 3300		LUMP SUM	All	LUMP SUM	23,760.00 ~~24,120~~
	23 cy. @ $235/cy Structural Concrete, Class 4500		LUMP SUM	All	LUMP SUM	5,405.00 ~~4,560~~
	19640 ~~[illegible]~~# @ $.42/# Reinforcement		LUMP SUM	All	LUMP SUM	8,248.80 ~~7,959.00~~
	4'x56' x $16.50/ft² 4'x 55/60' Prestressed Slabs		Each	24	3696.00	88,704.00
	112.5LF x $105/LF 4'x 110'/115' Prestressed Beams		Each	8	11812.50	94,500.00
	Reinforced Concrete Bridge End Panels		Sq Yd	124 ~~148~~	57.00	7,068.00 ~~8,436~~
	Concrete Bridge Rail		Lin Ft	563 ~~576~~	30.00	16,890.00 ~~17,280~~
	Membrane Waterproofing		Sq Yd	923 ~~913~~	7.00	6,461.00 ~~6,391~~
						476,732.80 ~~489,848~~

734-1736 (REV. 2-84)

WEL CR#404

Yamhill County 1843

COURTHOUSE • FIFTH & EVANS • McMINNVILLE, OREGON 97128-4523 • (503) 472-9371

DEPARTMENT OF PLANNING AND DEVELOPMENT

RECEIVED
DEC 12 1984
YAMHILL COUNTY
ROAD DEPARTMENT

December 11, 1984

Yamhill County Road Department
Attn: Bill Gille
2060 Lafayette Avenue
McMinnville OR 97128

RE: Docket No. CFP-32-83

Dear Mr. Gille::

In reference to your application for a conditional use floodplain permit to construct a new bridge spanning Willamina Creek at the Fort Hill Road crossing, we have provided the required public notice and have received no request for a public hearing. The planning staff has also reviewed your application, and finds that it complies with the requirements of the Yamhill County Zoning Ordinance, No. 310, 1982.

Your application is hereby approved.

This decision is based on the findings of fact and conclusionary findings for approval as noted in the enclosed staff memorandum. Also be advised that this approval is issued for one (1) year, and expires on December 11, 1985 unless substantial construction has taken place before that time.

The Yamhill County Zoning Ordinance, No. 310, 1982, provides for appeal of any action or ruling of the Planning Director to the Board of Commissioners within fifteen (15) days of the decision on a proposed action. Anyone wishing to appeal the Director's decision must file an appeal form, together with a $75.00 fee, with this Department no later than December 27, 1984. If no appeal is filed, the Director's decision will be final and this letter will serve as your official notice of approval of your application.

If you have any questions, please contact this office.

Yours truly,

Lynn Steiger

Lynn Steiger
Planning Director

LS-RM:vs

cc: Board of Commissioners
Planning Commission Members

RDE
FDE
LE
SE
FPC
PDE
LFB
GTE

RECEIVED
FEB 1 2 1985
ROAD DESIGN SECTION

BPC
FDS
CAD
Copy All
Ret. to
B/U

REGION 2 OFFICE
RECEIVED
FEB 08 1985
RQS
RE / / RCE RMS ROM
RTS RLS RPC RFS
RUS RG RSR

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

cc D. E. Wilken
J. H. Versteeg
W. J. Hart
C. M. Gilmour
D. Keyes w/att

____ Versteeg ____
____ Anderson ____
SY Adams ____
6 cy Macnab ____
____ Edwards ____
____ Terpin ____
✓ Trout ____
____ Wakerlig ____

RECEIVED
NOV 15 1984
ROAD DESIGN
SECTION

In Reply Refer to
File No.: Do ut ile
Return to
Bring Up
Action

DATE: November 13, 1984

TO: Corps of Engineers
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

FROM: Frank E. Terpin
Location Engineer Frank E. Terpin

SUBJECT: General Permit for Fills in Navigable Waters

Section: Willamina Creek Bridge
Highway: Fort Hill Road
County: Yamhill

This letter, with the enclosed document, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

This request updates and supercedes our request of March 8, 1983. The project was redesigned, and the bridge location was changed. The proposed project is for a bridge replacement of an obsolete and badly deteriorated structure. There will be five supports for the new structure. The east abutment and two piers will be steel piles with a concrete cap. The west pier will be full concrete. The last pier will be concrete with a spread concrete footing. Three spans will be slabs, and the fourth span calls for a box beam.

The bridge is being moved upstream on an angle from the present structure. The west end of the structure moves north just enough to miss the existing structure, and the east end moves approximately 100 feet north. The existing structure will be used until the new structure is in place, so a detour will not be necessary. The work below highwater will be excavation of the existing slopes and stream bottom and replacement with approximately 400 C.Y. of riprap. The riprap is for slope protection and protection of one of the piers in the water. Also there will be approximately 200 C.Y. of embankment material placed below highwater for the west abutment of the bridge.

If additional information is needed, please contact Donald E. Keyes, Location Unit, Room 211 Transportation Building, Salem OR 97310, telephone 378-6265.

Enclosure

9975 10-24-84

OREGON

TRANSPORTATION

WAY DIVISION

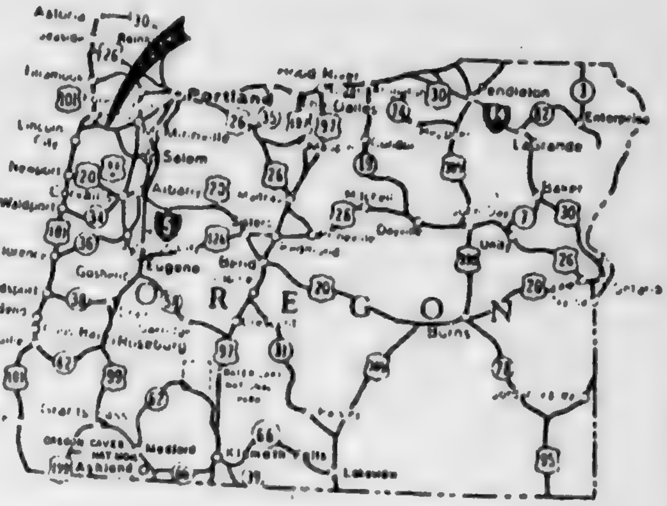
POSED PROJECT

PRELIMINARY COPY
SEP 27 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

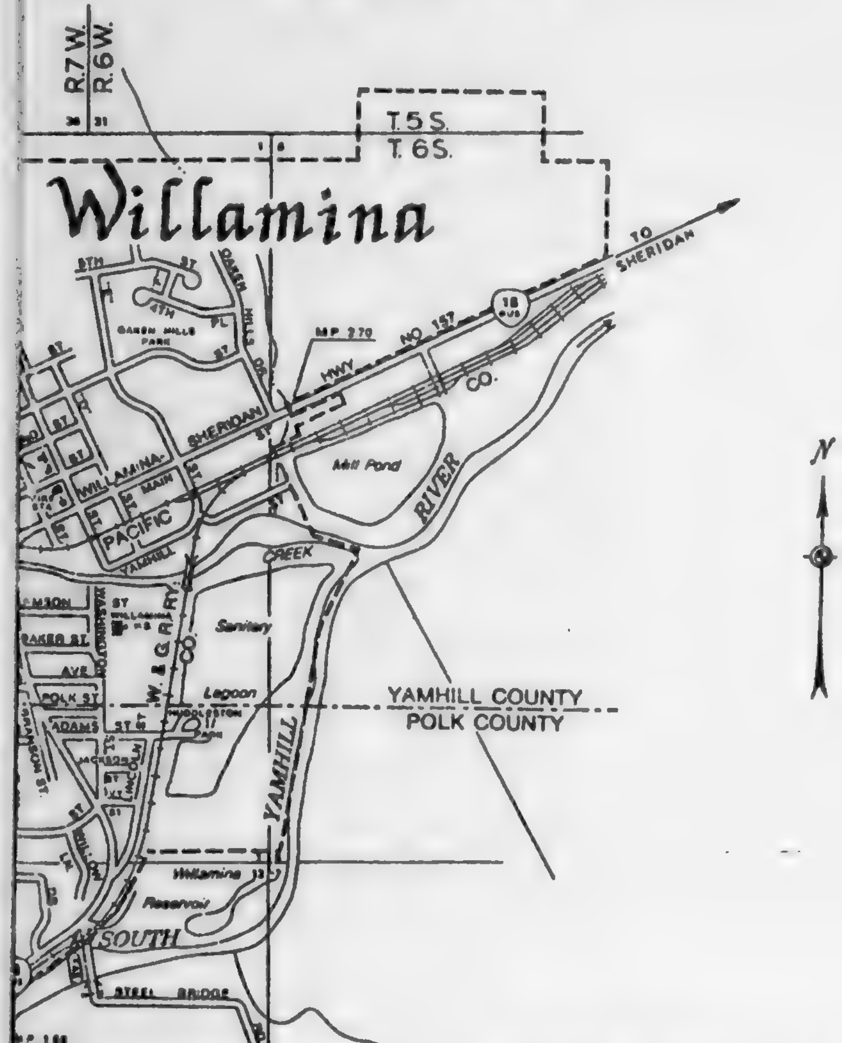
WI. MINACREEK BRIDGE SECTION FAS A-563(FORT HILL ROAD) YAMHILL COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C



K BRIDGE SECTION
ORT HILL ROAD)
COUNTY

END OF PROJECT
Sta. 113+23


R.7W.
R.6W.
T.5S.
T.6S.
Willamina
TO SHERIDAN
MP 270
HWY NO. 157
CO.
Mill Pond
RIVER
WILLAMINA
SHERIDAN
MAIN
PACIFIC
YAMHILL
CREEK
Sanitary
Lagoon
W.&G.R.R.Y. CO.
YAMHILL COUNTY
POLK COUNTY
YAMHILL
Willamina
Reservoir
SOUTH
STEEL BRIDGE
N

APPROVED October 24 1984
BOARD OF COMMISSIONERS OF Yamhill COUNTY
BY Dave Bishop
COMMISSIONER
Ted Lopuszynski
COMMISSIONER

COMMISSIONER

H. S. Coulter STATE HIGHWAY ENGINEER

E. S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

h Map
Feet
00 1600

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED
FIELD OPERATIONS ENGINEER DATE

9975

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen
Region 2 Engineer

DATE: October 24, 1984 DES 23
11755A

ORIGINAL SIGNED
O. M. PARENT

FROM: Oliver M. Parent, P.E.
Principal Structural Design Engineer

SUBJECT: Willamina Creek Bridge
FAS A-563 (Fort Hill Road)
Yamhill County
BR 11755A

Attached are two reduced prints of Drawings 40051-40056 which are the advance detail drawings for this structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$146,800
Structure	340,600
Engineering & Contingencies	97,500
TOTAL	$584,900

It is planned to call for bids on this section on March 28, 1985. Please make a field review and return one set by November 16, 1984 with your comments and corrections noted.

CAM:jrb

Attachments

cc: Bill Gille, County Engineer-Yamhill /w/ 2
H. A. Schell, FHWA, /w/ 2
Specifications /w/ 1 + estimate sheet (unchecked and designer's notes)
Construction /w/ 1
Utilities /w/ 1
Program Section
Road Design /w/ 1
Bill Piete, Project Manager /w/ 1

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 25 1984
REFER TO Shultz
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

-125-1387

9975

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen
Region 2 Engineer
[illegible]

FROM: [illegible]
Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: Mill Creek (Mill Creek Road) Bridge
Mill Creek Bridge Section
Lower Mill Creek Road
Yamhill County
BR 11815A

DATE: September 20, 1984

DES 23
11815A

Attached are two reduced prints of Drawings 39946 through 39951 which are the advance detail drawings for the subject structure utilizing prestressed Bulb-T beams and cast-in-place concrete deck. These drawings will be included in the contract plans as an alternate to prestressed concrete box-beam type construction. Advance drawings for the box-beam alternate were sent to you on August 24, 1984.

The Bulb-T alternate structure cost is comparable to the box-beam type.

Please make a field review and return one set by October 1, 1984 with your comments and corrections noted.

HOW:KAK:jrb

Attachments

cc: Lloyd May, Yamhill County Roadmaster, and
Bill Gille, Yamhill County Engineer /w/ 2
H. A. Schell, FHWA /w/ 2 (2 copies of Foundation Report sent 8-27-84)
Specifications /w/ 1 + estimate sheet (unchecked) (designer's notes sent 8-27-84)
Construction /w/ 1
Utilities /w/ 1
✓ Program Section
Road Design /w/ 1
Cliff Lehman, Project Manager /w/ 1

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
SEP 21 1984
REFER TO Sheltz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ✓ FILE ___

9975

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: Phillip O. Stearns
Region 2 Federal Aid Specialist

DATE: September 12, 1984

FROM: Wayne F. Cobine
Federal Aid Engineer

SUBJECT: Willamina Creek (Fort Hill Road) Bridge
Fort Hill Road
Yamhill County

Yamhill County under August 29, 1984 letter requested to borrow ahead for construction of the subject project within the three year limitation according to the current FAS-C agreement.

In reviewing their FAS-C Fund Allotment and commitment of projects, I see no reason not to allow Yamhill County to borrow ahead the remainder of the amount necessary for construction of the Willamina Cr. (Fort Hill Road) Bridge.

Please advise Yamhill County that this project will be funded at full pro-rata share at time of construction.

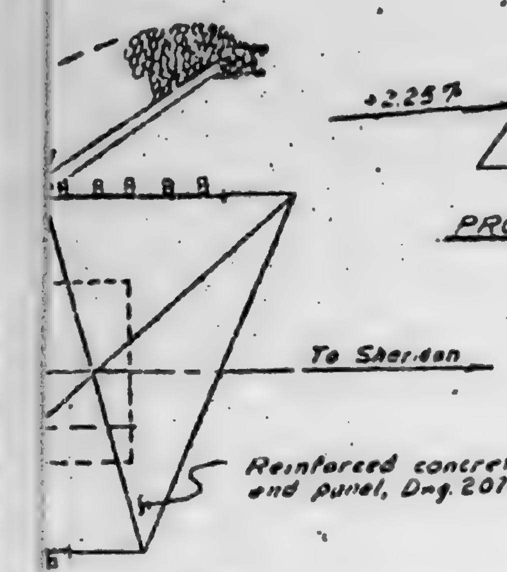
WFC:bkb
cc: G.A. Potter
✓Mike Shultz

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
SEP 12 1984
REFER TO____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

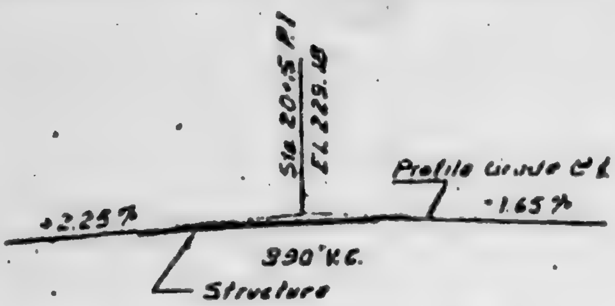
81-125-1387

Contains Recycled Materials

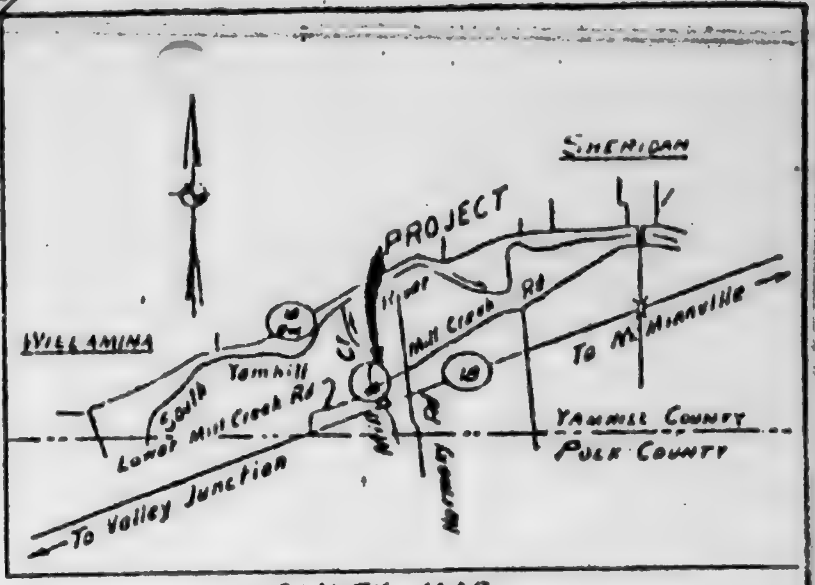
9975 9-5-84


To Sheridan
Reinforced concrete end panel, Dwg. 2010 typ.

rading Plans for
rail off structure

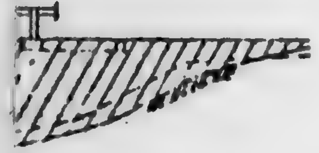

Sta 20+5 P.I.
El. 229.18
Profile Grade ℄
+2.25%
-1.65%
390' V.C.
Structure

PROPOSED GRADE LINE
No Scale


SHERIDAN
PROJECT
WILLAMINA
South Yamhill River
Lower Mill Creek Rd
Mill Creek Rd
To McMinnville
To Valley Junction
18
YAMHILL COUNTY
POLK COUNTY

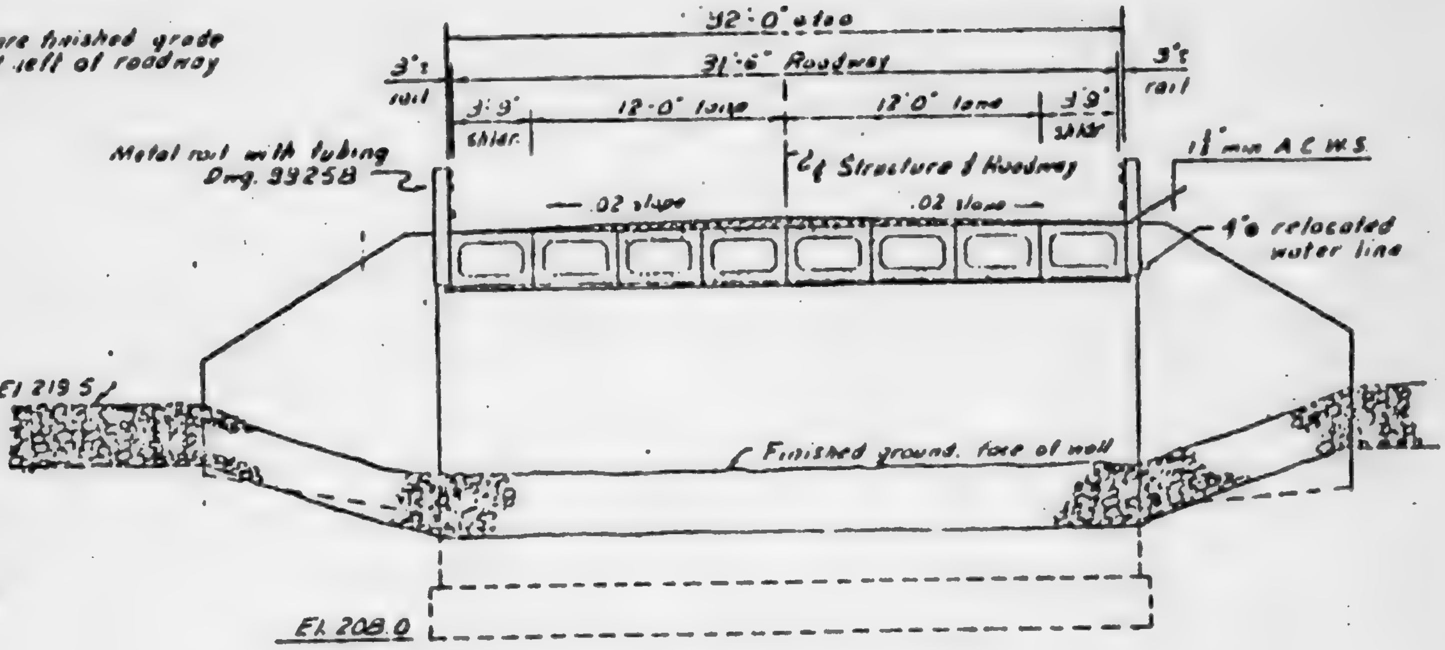
VICINITY MAP
No Scale

Deck elevations shown are finished grade on ℄ of bent 16' right and left of roadway



otect disturbed and fresh
mbankment areas with
 inches of class 700
oose riprap up to elev. 210.5

lace 36 inches of class 700
oose rip rap at the toe of
he vertical abutments.


32'-0" o to o
31'-6" Roadway
3"± rail
3'-9" shldr.
12'-0" lane
12'-0" lane
3'-9" shldr.
3"± rail
Metal rail with tubing Dwg. 33258
℄ Structure & Roadway
.02 slope
.02 slope
1½" min A.C.W.S.
4"ø relocated water line
El 219.5
Finished ground, face of wall
El. 208.0

TYPICAL SECTION - (BENT 2)
Scale: ½" = 1'-0"

APPROVED Sept. 5, 1984
DATE

Ted Lopuszynski
COMMISSIONER

COMMISSIONER

National Geodetic Vertical Datum of 1929

APPROVED: P.E.
BRIDGE ENGINEER P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED H. D. Weesner
DRAWN H. D. W.
CHECKED
REVIEWED
REVIEWED
CALC. BOOK 1293

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

MILL CREEK (MILL CREEK RD) BRIDG
MILL CREEK BRIDGE SECTION

LOWER MILL CREEK ROAD - YAMHILL COUNT

PRELIMINARY PLAN AND ELEVATION

ACCOMPANIED BY DWGS.

DATE July 22, 1984
BRIDGE NO. 11815A
SHEET 1 OF
DRAWING NO. 3957

9975

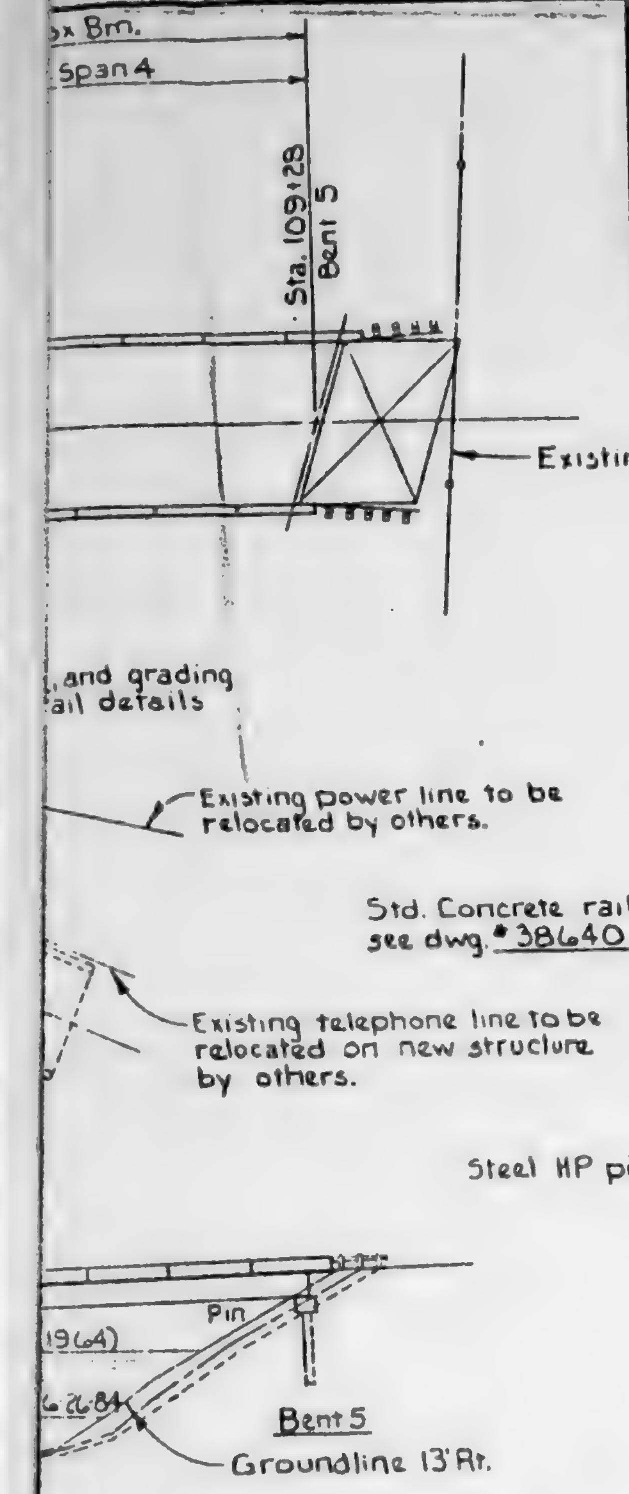
8-27-84

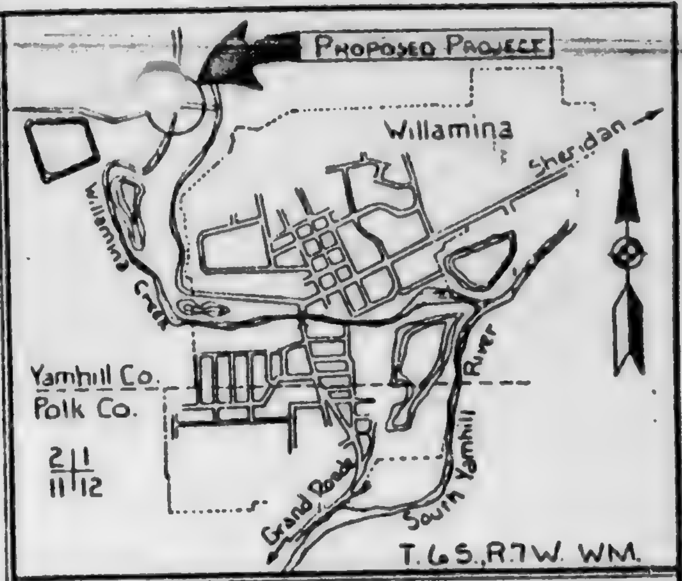
HYDRAULIC DATA

	Design Flood *	Max. Flood (1964) **
Discharge - cfs	11,800	13,400
Frequency - yrs.	100	330
H.W. Elevation Natural Channel - Ft.	245.1	244.5

* - With floodway

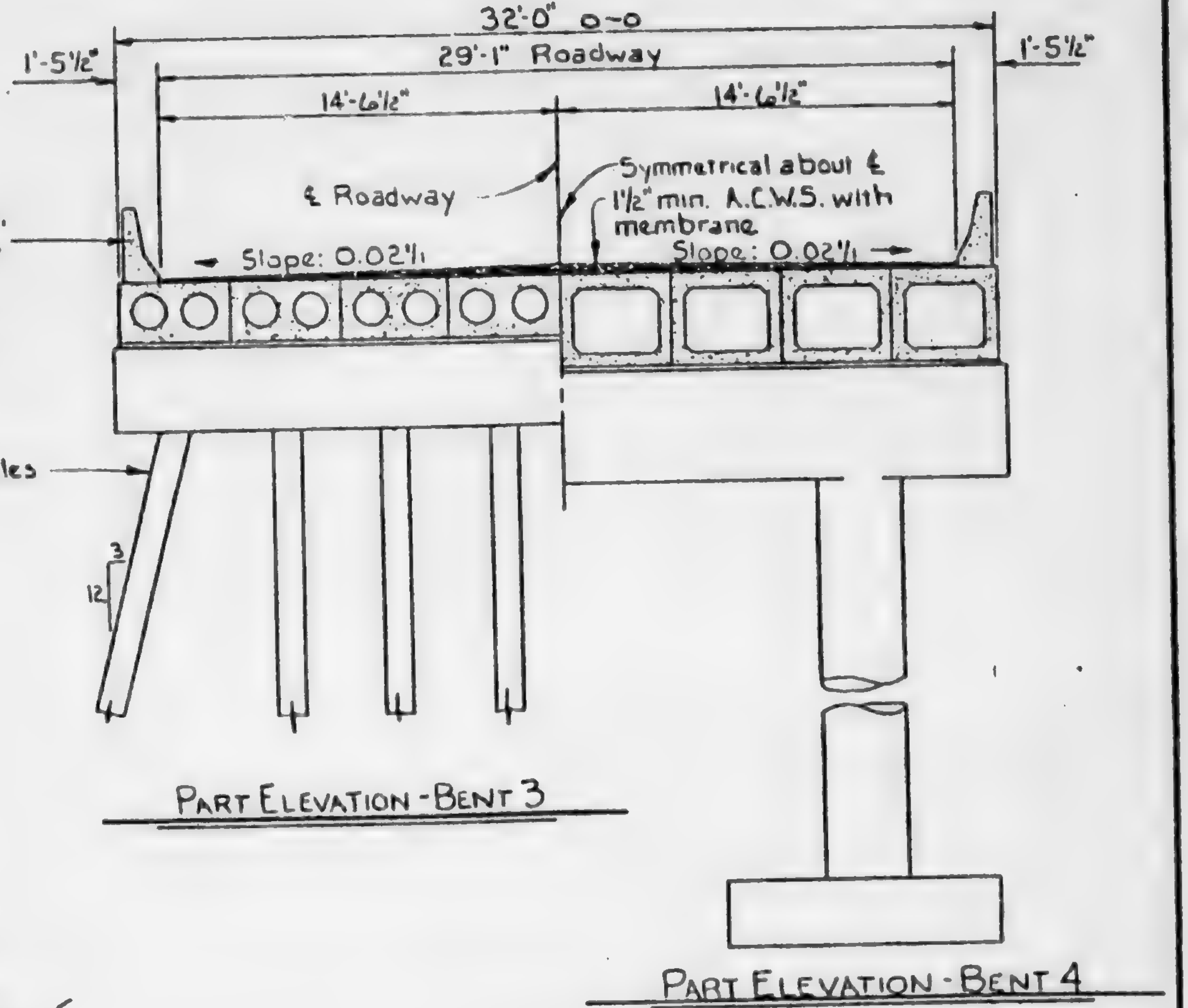
** - Maximum flood of record, no floodway.


3x Bm.
Span 4
Sta. 109+28
Bent 5
Existing powerline
, and grading
ail details
Existing power line to be relocated by others.
Existing telephone line to be relocated on new structure by others.
Pin
(1964)
6-26-84
Bent 5
Groundline 13' Rt.


Proposed Project
Willamina
Sheridan
Willamina Creek
Yamhill Co.
Polk Co.
2 1
11 12
Grand Ronde
South Yamhill River
T. 6 S., R. 7 W. W.M.

VICINITY MAP

No Scale


32'-0" o-o
29'-1" Roadway
1'-5½"
1'-5½"
14'-6½"
14'-6½"
℄ Roadway
Symmetrical about ℄
1½" min. A.C.W.S. with membrane
Std. Concrete rail, see dwg. #38640.
Slope: 0.02'/1
Slope: 0.02'/1
Steel HP piles
3
12
PART ELEVATION - BENT 3
PART ELEVATION - BENT 4

TYPICAL SECTION

APPROVED 8-27-84
DATE

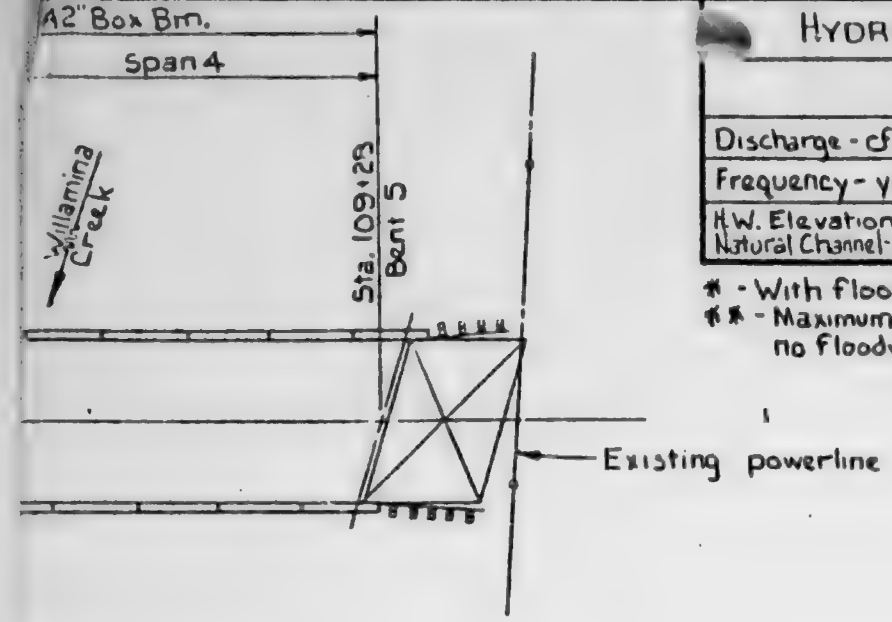
COMMISSIONER

Ted Lopuszynski
COMMISSIONER

COMMISSIONER

APPROVED: P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	WILLAMINA CREEK BRIDGE WILLAMINA CREEK BRIDGE SECTION FAS A-563 (FORT HILL ROAD) YAMHILL COUNTY
ASST. STATE HIGHWAY ENGINEER	
DESIGNED CAM DRAWN J. Silbernagel CHECKED REVIEWED REVIEWED CALC. BOOK 2012	PRELIMINARY PLAN & ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE Aug. 1984 — SHEET 1 OF 1
	BRIDGE NO. 11755A — DRAWING NO. 39442

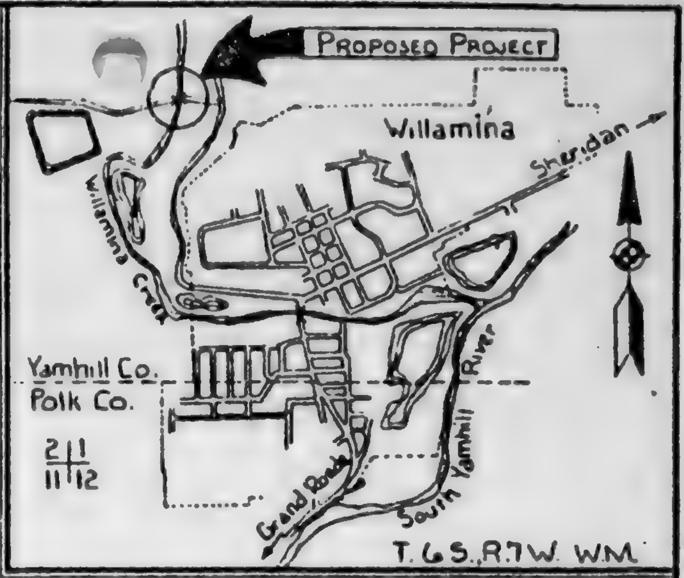
9975 8-27-84 Region


42" Box Bm.
Span 4
Willamina Creek
Sta. 109+23
Bent 5
Existing powerline

HYDRUALIC DATA

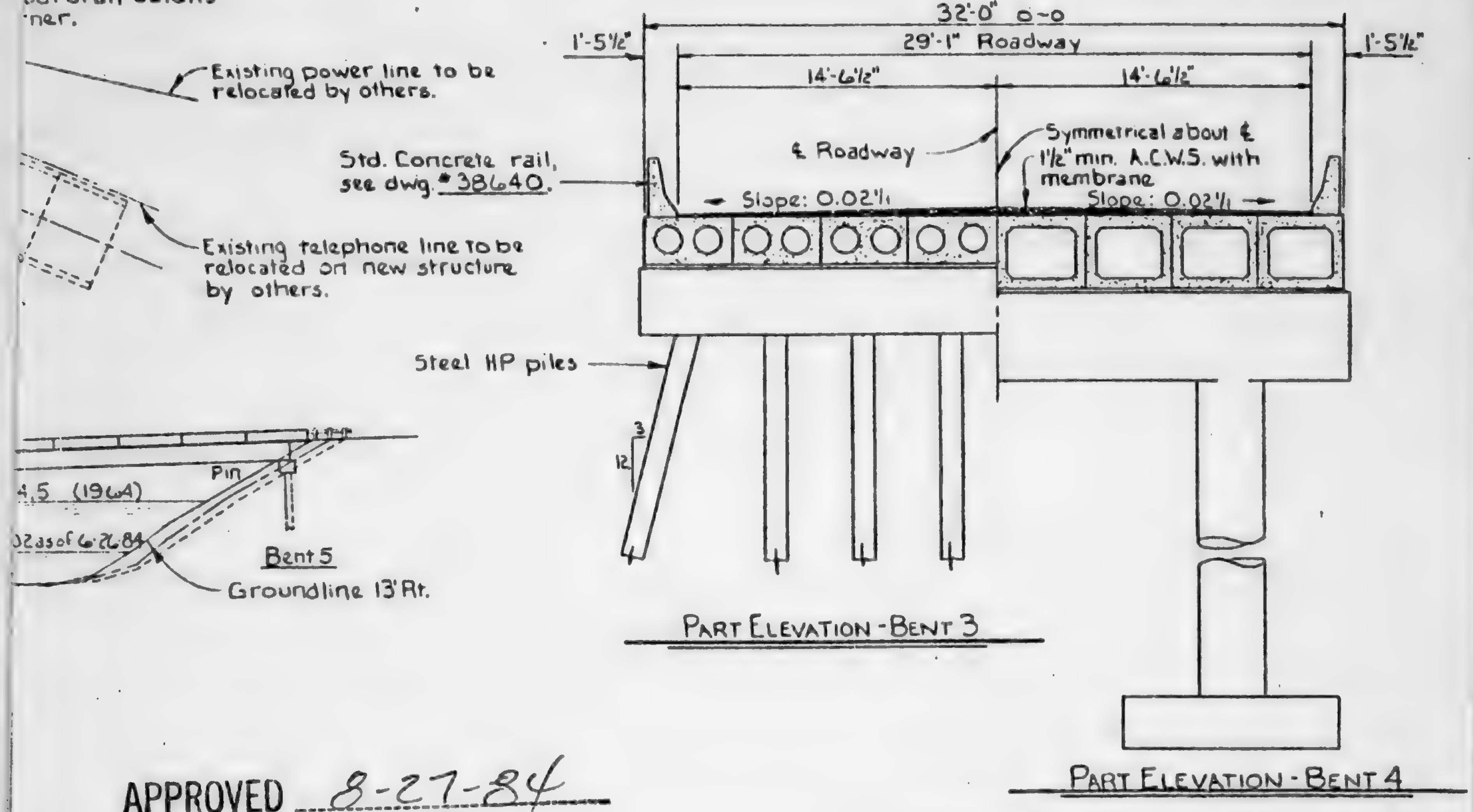
	Design Flood *	Max. Flood (1964) **
Discharge - cfs	11,800	13,400
Frequency - yrs.	100	330
H.W. Elevation Natural Channel - ft.	245.1	244.5

* - With floodway
** - Maximum flood of record, no floodway.


PROPOSED PROJECT
Willamina
Sheridan
Willamina Creek
Yamhill Co.
Polk Co.
2 1
11 12
Grand Ronde
South Yamhill River
T.6S., R.7W. WM.

VICINITY MAP
No Scale

38640, and grading
uardrail details
ner.


32'-0" o-o
1'-5½"
29'-1" Roadway
1'-5½"
14'-6½"
14'-6½"
℄ Roadway
Symmetrical about ℄
1½" min. A.C.W.S. with membrane
Slope: 0.02'/1
Slope: 0.02'/1
Std. Concrete rail, see dwg. #38640.
Existing power line to be relocated by others.
Existing telephone line to be relocated on new structure by others.
Steel HP piles
3
12
4.5 (1964)
02 as of 6-26-84
Pin
Bent 5
Groundline 13' Rt.
PART ELEVATION - BENT 3
PART ELEVATION - BENT 4

TYPICAL SECTION

APPROVED 8-27-84
DATE

COMMISSIONER

Ted Lopuszynski
COMMISSIONER

COMMISSIONER

APPROVED:	P.E.
BRIDGE ENGINEER	P.E.
ASST. STATE HIGHWAY ENGINEER	
DESIGNED	CAM
DRAWN	J. Silbernagel
CHECKED	
REVIEWED	
REVIEWED	
CALC. BOOK	2012

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

WILLAMINA CREEK BRIDGE
WILLAMINA CREEK BRIDGE SECTION
FAS A-563 (FORT HILL ROAD)
YAMHILL COUNTY

PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS.

DATE Aug. 1984
SHEET 1 OF 1
BRIDGE NO. 11755A
DRAWING NO. 39442

[illegible]

8C

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A563(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Divison Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30032

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-16-84

8. FEDERAL ROUTE NUMBER Secondary A563

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Willamina Creek (Fort Hill Road) Bridge #11755F-000-0000

11. GENERAL DESCRIPTION OF WORK

PROGRAM CHANGE

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change - See below

13. REMARKS

As requested in Mr. Potter's letter of 8-8-84 I approve the revised Preliminary Engineering costs to a TEC of $92,370 Federal Funds $81,422.

(Increase TEC $28,870 Federal Funds $25,448).

RECEIVED
STATE HWY ENGR
AUG 24 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to
8/24

14. DATE 8/21/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 17-4
Willamina
Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

August 16, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Willamina Cr. (Fort Hill Rd.)
Bridge #11755F
Fort Hill Road (Co. Rd.)
Yamhill County
RS-A563(1)

Dear Mr. Wilken:

Attached is a revised project environmental classification for the subject project. It is still our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

for
Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
September 6, 1984

CMG:gc

Attachments (4)

9/5/84
[illegible] Date
Federal Highway Administration
[illegible] Division

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Unit
Kit Leshk
Ron Noble
General Files
D. O. Christensen
Rick Sjolander
William Fretwell
John Gunter

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Willamina Cr. (Fort Hill) Bridge # 11755F

REGION 2

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of approximately 1.62 acres of property involving 2 files. Most of the property to be acquired is undeveloped. A small portion of one parcel has been developed by Willamina Lumber Company as a storage deck for wood products.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project will not affect the use of adjacent land and it does not conflict with Yamhill County's Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The existing bridge is in very poor condition which could create unsafe traffic operations. The new bridge will correct this problem.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The bridge will be constructed to span the entire creek bed. Therefore, no permanent adverse impacts on the creek are anticipated.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project will require the acquisition of very little right of way and will improve traffic safety

OTHER DOCUMENTATION

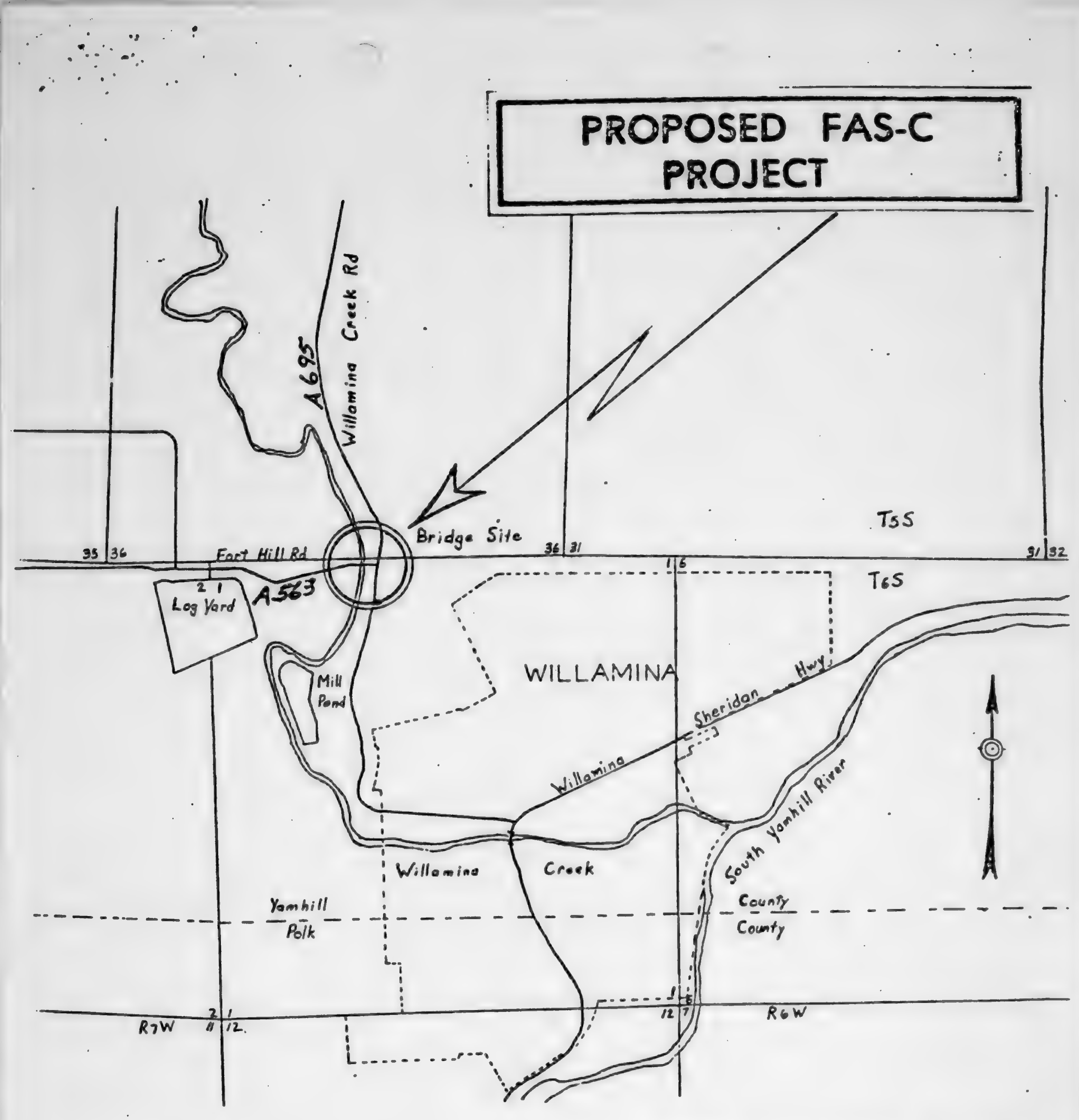
Conditional Use Permit, Flood Plain
Noise Study Report

PREPARED BY X Richard T. Sjolander

TELEPHONE NUMBER 378-2626

FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE SEP 05 1984

734-1913 (7-82)


PROPOSED FAS-C PROJECT
Willamina Creek Rd
A695
Bridge Site
T5S
T6S
35
36
Fort Hill Rd
36
31
1
6
31
32
2 1
Log Yard
A563
Mill Pond
WILLAMINA
Willamina Sheridan Hwy
South Yamhill River
Willamina Creek
Yamhill County
Polk County
R7W
2 1
11 12
1 6
12 7
R6W

Oregon State Highway Division

PROSPECTUS MAP

Willamina Creek (Fort Hill Rd.) Bridge Sectio

Fort Hill Rd FAS A-563
Yamhill County
July 1982

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SC

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A563(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30032

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7-17-84

8. FEDERAL ROUTE NUMBER Secondary A563

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION
Willamina Creek (Fort Hill Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Correction of approval and authorization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

My PR 1240 dated 7-17-84 for the subject project is corrected to read as follows:

> " As requested by Mr. Potter's letter of 7-10-84 I approve the revised R/W Map 9B-22-26 for file numbers 53625 and 53626 and you are authorized to proceed with the continuation of all phases of acquisition up to the initiation of negotiations until such time as the environmental reevaluation has been completed. "

RECEIVED
STAT. HWY ENGR
AUG 8 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/6/84

15. SIGNATURE OF APPROVING OFFICIAL John A Wickm

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

SC

CON 12-1-7 Willamina Cr.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A563(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Yamhill

3 FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO 30032

6 TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7 DATE AUTHORIZATION EFFECTIVE 7-17-84

8 FEDERAL ROUTE NUMBER Secondary A 563

9. STATE ROUTE NUMBER County Road

10 GENERAL LOCATION

Willamina Creek (Fort Hill Road) Bridge Section

11 GENERAL DESCRIPTION OF WORK

Revised R/W Map

12 YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT OF WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13 REMARKS

As requested by Mr. Potter's letter of 7-10-84 I approve the revised R/W Map 9B-22-26 for file numbers 53625 and 53626 and you are authorized to proceed with all phases of acquisition with no increase in funding.

RECEIVED
STATE HWY ENGR
JUL 26 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14 DATE 7/17/84

15 SIGNATURE OF APPROVING OFFICIAL John R Wickman

16 TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 1921
Willamina
Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: July 10, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: ROW Acquisition Revision
Item No. 30032
Project No. RS-A563(1)
Willamina Cr. (Fort Hill Rd.) Br. Section
Yamhill County

I request approval to proceed with the acquisition of the revised right-of-way as outlined in red on the enclosed copy of right-of-way map 9B-22-26.

The estimated total cost of this right-of-way is still estimated at $5,000.00 and does not require a relocation or moving allowance. An increase in federal funds is not anticipated at this time.

RDS:bkb
Enc.
cc: J. Boyd
Don Aman
General Files —

Form 734-3122

STATE OF OREGON

PRO-6

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: July 5, 1984

FROM: Donald C Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Request for Programming
Willamina Creek Bridge Section
Fort Hill (County Road)
Yamhill County
RS-A563(1)

The two files on the above FAS-C project that is scheduled for a F 3rd Quarter '85 letting have been revised. The acquisition of this right-of-way is still estimated at $5,000 and does not require a relocation or moving allowance.

Please submit the new right-of-way plan to the Federal Highway Administration for their approval.

The above estimate covers files 53625 through 53626 as shown on map 9B-22-26.

DA:jr
attach.

PROGRAM SECTION

JUL 5 '84

Manager	
Resource Unit	✓
Project Unit	
Program Unit	

FA.

REFER TO
Circle one R/D D/R
[✓ Act] Disc Info File

81-125-1307

Contains Recycled Materials

CCN 17-11
[illegible]
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

June 25, 1984
IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project RS-A563(1)
Willamina Creek (Fort Hill Road) Bridge
Yamhill County
Request for Additional PE

We have reviewed Mr. Potter's May 22, 1984 request for a minor program change to increase the PE authorization on this project. If approved, the PE authorization would be 24 percent of the estimated construction cost. The support data attached to your request does not adequately support this high cost. Your request is not approved as submitted.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)

RECEIVED
ASST STATE HWY ENGR
JUN 26 '84
REFER TO
Potter - Discuss
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

NOTED
ROBERT N. BOTHMAN

RECEIVED
STATE HWY ENGR
JUN 26 '84
REFER TO
Bothman
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9975

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

YAMHILL CO.

SECTION Willamina Creek (Fort Hill Road) Bridge	KEY ID#
	REGION 2

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	3	536-1983	5-24-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 35,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		620	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		10,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		4,250
906 BRIDGE DESIGN		1,300	921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		4,800	923 ENVIRONMENTAL SECTION		200	950 TRAINING		500
910 REGION GEOLOGIST		750	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		11,100	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		750	927 FREE BRIDGE DESIGN		17,000	929 free br/spec's		1,500
914 REGION UTILITY LIAISON		400	932 RAILROAD & UTILITIES		200			

RIGHT-OF-WAY PREFIX	TOTALS	$	$ 92,370
	PREVIOUS AUTHORIZATION	$ 63,500
FEDERAL AID PROJECT NUMBER RS - A563(1)	ADD. AUTH. REQUIRED	$ 28,870

LOCATION ENGINEER'S REMARKS

The County Commissioners have requested the present proposal alignment be dropped in favor of an alternative alignment. Additional funds are required to re-design the project on the alternative alignment.

PROGRAM SECTION

MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
SEP 13 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

"BRING UP"

PREPARED BY Norman S. Davis	DATE 5-24-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 6/1/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X for	DATE 8-29-84
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 5/29/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 8-16-84	

734-1914 (7-82)

.9975

March 22, 1984

Yamhill County
Board of Commissioners
Courthouse
McMinnville, OR 97128

Attention: Mr. William Gille
County Engineer

Re: Willamina Creek (Fort Hill Rd.) Br.
Project RS-A563(1)
Yamhill County

On January 16, 1984 the Federal Highway Administration approved a revised Preliminary Engineering Program on the subject project. This revised P.E. Program plus the Right-of-way Program approved September 6, 1983, have increased the County's share of the Project Costs in excess of $2500.

As described in Agreement No. 7722, the County's share of the Preliminary Engineering and Right-of-Way cost is:

Total P.E. Est.	$63,500.00
Less Free Bridge Design	8,500.00
Subtotal	$55,000.00
Plus R/W Est.	5,000.00
Total P.E. & R/W Cost Subject To County Match	$60,000.00
County Share 6%	$ 3,600.00

Please submit your Preliminary Engineering and Right-of-Way advance deposit of $3600. You may use one of the three options for payment described in the attachments.

Very Truly yours,

Gary A. Potter, Manager
Program Section

MKS/blz

Attachments

BCC w/AD #84-19: Phil Stearns, Region 2
Doug Luth, Region 2 R/W
Vern Skoog - Return completed AD#84-19 when advance deposit is receive.

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                       JANUARY 1984        PAGE  775
                                                                                   FISCAL            GRAND TOTAL
      DESCRIPTION                  PREFIX  FUNCTION SUB F. GR  CURRENT MONTH    YEAR TO DATE          TO DATE
                              536   1956     918      00 P 1                                               4.50
                              536   1956     920      00 P 1                                              12.14
                              536   1956     923      00 P 1                                              73.61
                              536   1956     950      00 P 1                                           1,336.40
                              536   1956     960      00 P 1                                               1.20
                              536   1956     960      00 N 1                                             126.37
                                             TOT         P1                                           38,042.16
                                             TOT         N1                                              609.95
                                           ** JOB TOTALS **               **                **        38,652.11  **

   WILLAMINA CR(FORT HILL) BR   CONT NO       FA PROJ NOS RS  A563001 100                                                   STATE
                              536   1983     296      00 N 9                       7,205.24CR         35,083.00CR
                              536   1983     298      00 N 9                       7,205.24           35,083.00
                              536   1983     901      00 P 1                         160.35           29,107.08
                              536   1983     901      00 N 1                                             528.79
                              536   1983     905      00 P 1        24.38          2,189.11            4,717.83
                              536   1983     906      00 P 1                         617.84              617.84
                              536   1983     909      00 P 1                         588.33            2,298.41
                              536   1983     910      00 P 1                         360.00              360.00
                              536   1983     911      00 P 1                                              76.44
                              536   1983     913      00 P 1                          79.65              102.13
                              536   1983     918      00 P 1                                             171.63
                              536   1983     920      00 P 1                                             213.43
                              536   1983     921      00 P 1                         185.81              185.81
                              536   1983     922      00 P 1                          58.46               58.46
                              536   1983     926      00 P 1                       3,322.62            6,096.41
                              536   1983     927      00 P 1       697.59          7,988.05            8,443.48 }
                              536   1983     929      00 P 1       232.25            232.25              232.25 }  8675
                              536   1983     932      00 P 1        21.65             43.30               43.30
                              536   1983     933      00 P 1                                             270.57
                              536   1983     937      00 P 1        41.13          4,074.37            4,224.10
                              536   1983     950      00 P 1                         495.72              476.35
                                             TOT         P1      1,017.00         20,395.86           57,695.52
                                             TOT         N1                                              528.79
                                           ** JOB TOTALS **      1,017.00  **     20,395.86  **       58,224.31  **

   S BAKER INCH-DURKEE          CONT NO      * FA PROJ NOS IR  8407003 100                                                  STATE
                              601   1968     296      00 N 9                      13,683.01CR         46,328.01CR
                              601   1968     298      00 N 9                      13,683.01           46,328.01
                              601   1968     901      00 P 1                         370.36CR          9,264.85
                              601   1968     905      00 P 1                          18.19CR          6,152.63
                              601   1968     906      00 P 1                                           1,608.39
                              601   1968     910      00 P 1                         466.19CR         12,720.49
                              601   1968     910      00 N 1                                              75.00
                              601   1968     911      00 P 1                                             123.12
                              601   1968     918      00 P 1                                           1,807.84
                              601   1968     920      00 P 1                                             118.21
```

Con 19-11
Willamina

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A563(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30032

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/16/84	8. FEDERAL ROUTE NUMBER Secondary A563	9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Willamina Creek (Fort Hill Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change - See Below

13. REMARKS

As requested in Mr. Potter's letter of 12/30/83 I approve the revised Preliminary Engineering costs to a TEC of $63,500 Federal Funds $55,974.

(Increase TEC $23,700 Federal Funds $20,891)

RECEIVED
STATE HWY ENGR
JAN 20 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R

orig. to
1/20

14. DATE 1/16/84	15. SIGNATURE OF APPROVING OFFICIAL G. K.	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ROUTING SLIP - DEPT. OF TRANSPORTATION | Date: 9-23-83

Director 9975
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Aeronautics
[✓ Bridge]
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files

Industrial Engineers
Information System
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Policy & Planning
Project Management & Operations Planning

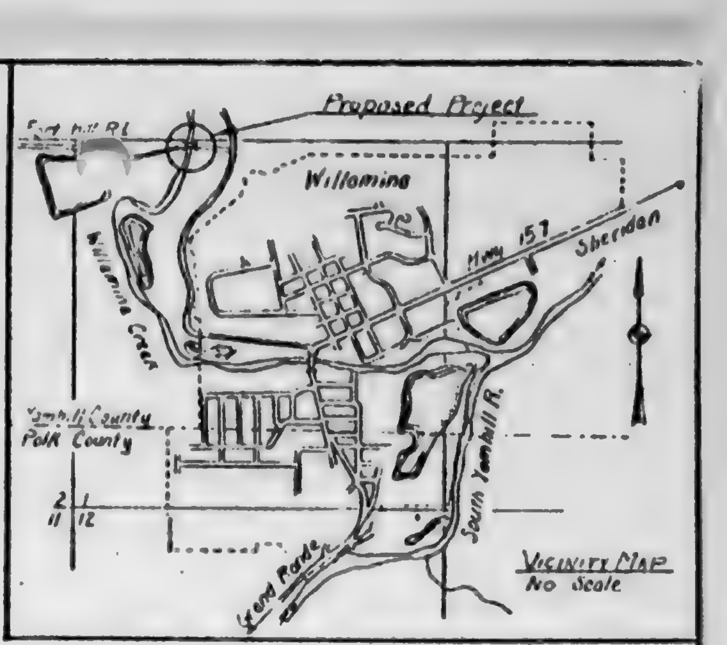
Public Affairs 9-20-83
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Eng.
Traffic Signal Unit
Traffic
Travel Information
Utilities
Metropolitan
Region Number ______
District Number ______
Resident Engineer ______

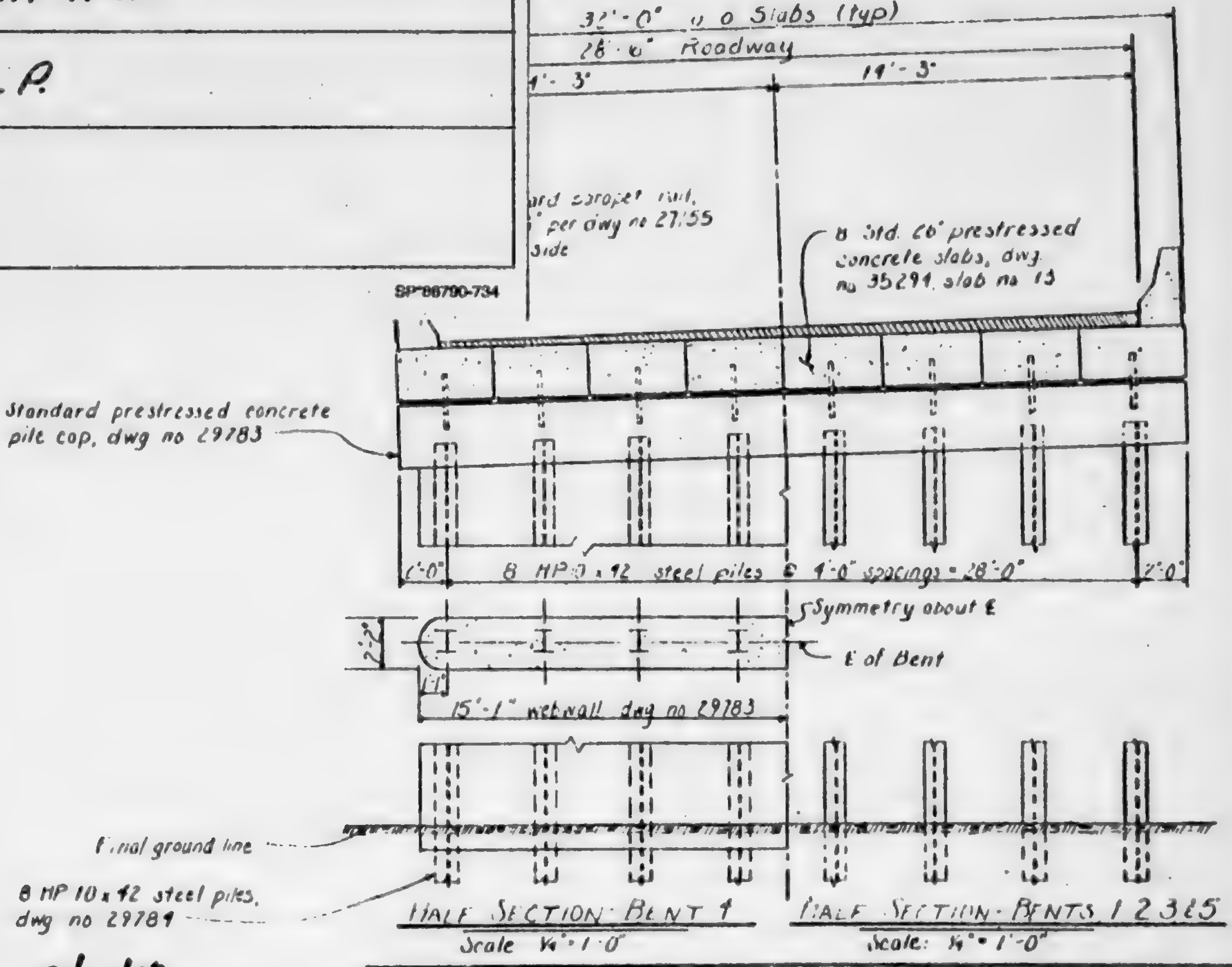
ATTENTION: Walt Hart

FROM: L.P.

COMMENTS:

Form 731-0022 (8-81)   SP*86790-734


Proposed Project
Fort Hill Rd
Willamina
Hwy 157
Sheridan
Willamina Creek
Yamhill County
Polk County
2 | 1
11 | 12
Grand Ronde
South Yamhill R.
Vicinity Map
No Scale


32'-0" o o Slabs (typ)
28'-0" Roadway
14'-3"
14'-3"
ard parapet rail, per dwg no 27155 side
8 Std. 26" prestressed concrete slabs, dwg no 35291, slab no 15
Standard prestressed concrete pile cap, dwg no 29783
1'-0"
8 HP 10 x 42 steel piles @ 4'-0" spacings = 28'-0"
2'-0"
Symmetry about ℄
℄ of Bent
15'-1" webwall dwg no 29783
Final ground line
8 HP 10 x 42 steel piles, dwg no 29784

Half Section: Bent 4
Scale ¼" = 1'-0"

Half Section: Bents 1 2 3 & 5
Scale: ¼" = 1'-0"

APPROVED 9/20/83
DATE

COMMISSIONER
COMMISSIONER
Tad Lopuszynski
COMMISSIONER

APPROVED: P.E.	**OREGON DEPARTMENT OF TRANSPORTATION** BRIDGE DESIGN SECTION
BRIDGE ENGINEER P.E.	Willamina Creek Bridge Willamina Creek Bridge Section FAS A-563 (Fort Hill Road) Yamhill County
ASST. STATE HIGHWAY ENGINEER	Preliminary Plan & Elevation
DESIGNED LAM DRAWN LAM CHECKED REVIEWED REVIEWED CALC. BOOK	ACCOMPANIED BY DWGS.
DATE / REVISION	DATE August, 1983 / SHEET 1 OF
	BRIDGE NO. 11755A / DRAWING NO. 30696

Con 19-4
Willamina
Co.

AGR

STATE OF OREGON

INTEROFFICE MEMO

TO: Virgil Wilson
Region 2 R/W Supervisor

DATE: September 9, 1983

FROM Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 233
Fort Hill Rd./Brick Plant Br.
Yamhill County
Misc. C&A 7772

MISC. CONTRACTS and
AGREEMENTS No. 7[illegible]

Attached is a copy for your files and an original for the County of the subject agreement.

AE
mp

cc: C. O. Fredrickson, w/c
Local Gov't Programs, w/c
Finance w/c
~~Comm. Serv., w/orig.~~
Description, w/c
Condemnation, w/c
Title, w/c

9/13/83
noted in agree
book

81-125-1387

Con 19-4
Willamina

rll

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A563(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30032

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/6/83

8. FEDERAL ROUTE NUMBER Secondary A563

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Willamina Creek (Fort Hill Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Program change - Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

RECEIVED
STATE HWY ENGR
SEP 15 '83
REFER TO Potter
FOR
Info Ins R/D D/R Sign Act File

orig. to 9/13

As requested by Mr. Swan's letter of 8/31/83 I approve the program change adding "Right-of-Way Acquisition" to the character of proposed work.

Also, as requested, you are now authorized to proceed with the actual acquisition of File Numbers 53625 and 53626 as shown on Right-of-Way map 9B-22-26 at a TEC of $5,000 Federal Funds $4,407.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 9/6/83

15. SIGNATURE OF APPROVING OFFICIAL John R Wichman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9975

8-83

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section & Summary
2A	Stage Const. Temp. Protection And Direction Of Traffic
2B	Pipe Data
3	Plan & Profile

STATE O

DEPARTMENT OF

STATE HIGH

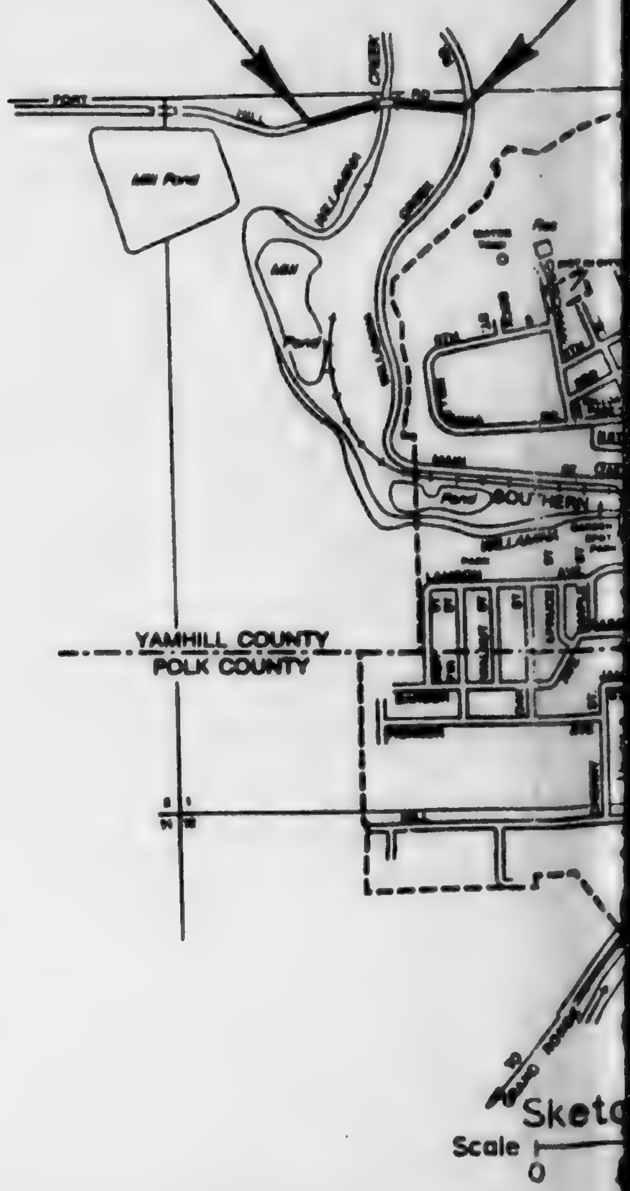
PLANS FOR PR

WILLAMINA CREE

FAS A - 563 (F

YAMHIL

BEGINNING OF PROJECT
Sta. 101+50


PORT
MILL
RD
CREEK
Mill Pond
WILLAMINA
Mill
Pond
MAIN
Pond
SOUTHERN
WILLAMINA
YAMHILL COUNTY
POLK COUNTY
Sketc
Scale
0

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
AUG 18 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

NS FOR PROPOSED PROJECT

PRELIMINARY COPY
JUL 8 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

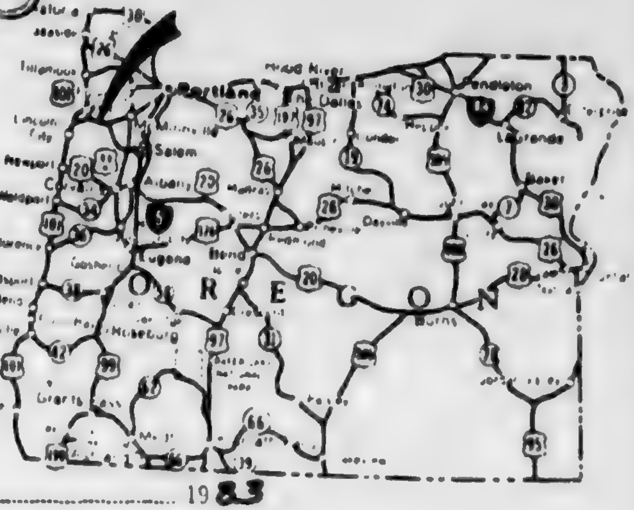
LLAMINACREEK BRIDGE SECTION FAS A-563(FORT HILL ROAD) YAMHILL COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C

CREEK BRIDGE SECTION

F563 (FORT HILL ROAD)

YAMHILL COUNTY

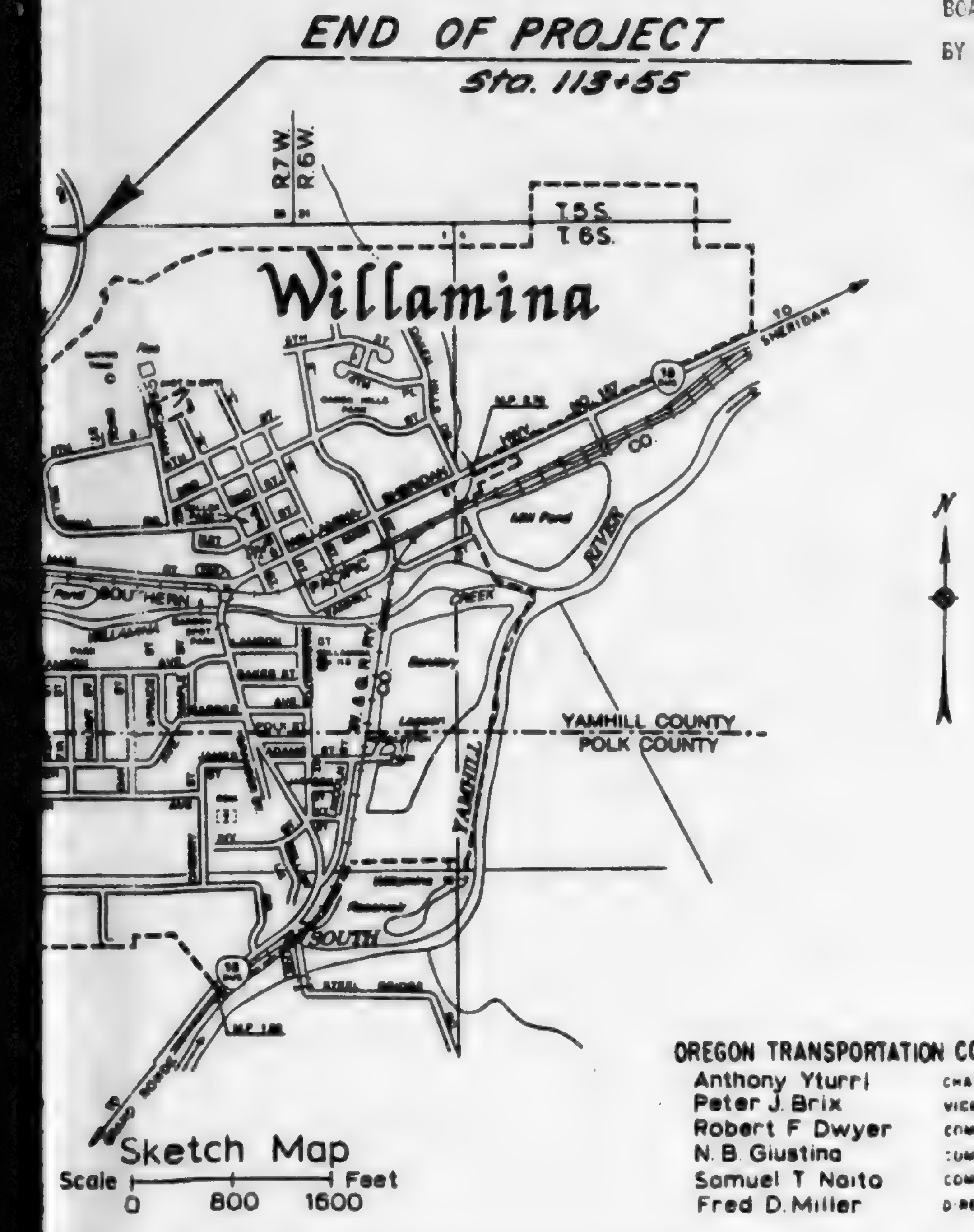


APPROVED 1983

BOARD OF COMMISSIONERS OF YAMHILL COUNTY

BY
COMMISSIONER
COMMISSIONER
Ted Lopuszynski
COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE


END OF PROJECT
Sta. 113+55
R.7W.
R.6W.
T.5S.
T.6S.
Willamina
TO SHERIDAN
Mill Pond
CREEK
RIVER
YAMHILL
SOUTHERN
PACIFIC
YAMHILL COUNTY
POLK COUNTY
SOUTH
N
Scale
0
800
1600
Feet

Sketch Map

H. S. Coulter STATE HIGHWAY ENGINEER

E. S. Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

CON 19.1.7
Willamina
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 31, 1983

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: D. E. Swan
Project Unit Engineer

SUBJECT: Program Change
Item No. 30032
Project No. RS-A563(1)
Willamina Cr. (Fort Hill Rd.) Bridge Sec.
Yamhill County

I request your approval of a program change on the subject project to include in the Character of Proposed Work Right of Way Acquisition at an estimated total cost of $5,000 with Federal funds of $4,407.

I further request concurrent with approval of the program change authorization to proceed with the actual acquisition of right of way as outlined in red on the enclosed copy of right of way map 9B-22-26. No relocation assistance is involved.

CL:pf
Attachments

cc: J. Boyd
D. Aman
H. Reynoldson
D. Tindall
General Files

Form 734-3122

9975

YAMHILL COUNTY
Oregon

August 19, 1983

Phillip O. Stearns
Region 2, Federal Aid Specialist
2960 East State Street
Salem, Oregon 97310

Re: Brick Plant Bridge Section

Dear Phil:

As you know the subject bridge FAS-C replacement project is estimated to cost considerably more than Yamhill County Currently has in its Federal Aid Fund. Therefore please consider this letter an official request to borrow ahead on the County's Federal Aid Secondary funds allotment.

According to our telephone conversation of Tuesday, August 16, 1983 the maximum three (3) year borrow ahead will be more than adequate to cover the cost of this bridge. It is, of course, understood that should the cost of the bridge somehow exceed this maximum borrow ahead Yamhill County would then choose to complete the project with HBR funds.

Please feel free to contact me if you should have any questions on this matter.

Sincerely,

William A. Gille
William A. Gille, P.E.
County Engineer

Ted Lopuszynski
Ted Lopuszynski
County Commissioner

WAG-TL/ew

cc. Don Harwell
Room 206
State Transportation Building
Salem, Oregon 97310

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 9
AUG 31 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

REGION 2 ENGINEER
RECEIVED
AUG 24 1983
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

9975 7-83

OF OREGON
F TRANSPORTATION
HWAY DIVISION

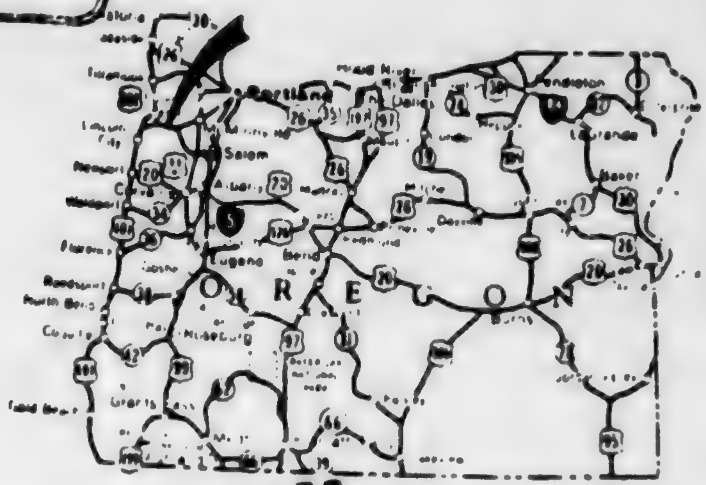
PRELIMINARY COPY
JUL 8 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PROPOSED PROJECT

EK BRIDGE SECTION
(FORT HILL ROAD)
HILL COUNTY

LLAMINA CREEK BRIDGE SECTION FAS A-563 (FORT HILL ROAD) YAMHILL COUNTY				SHEET No. 1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

1AS-C

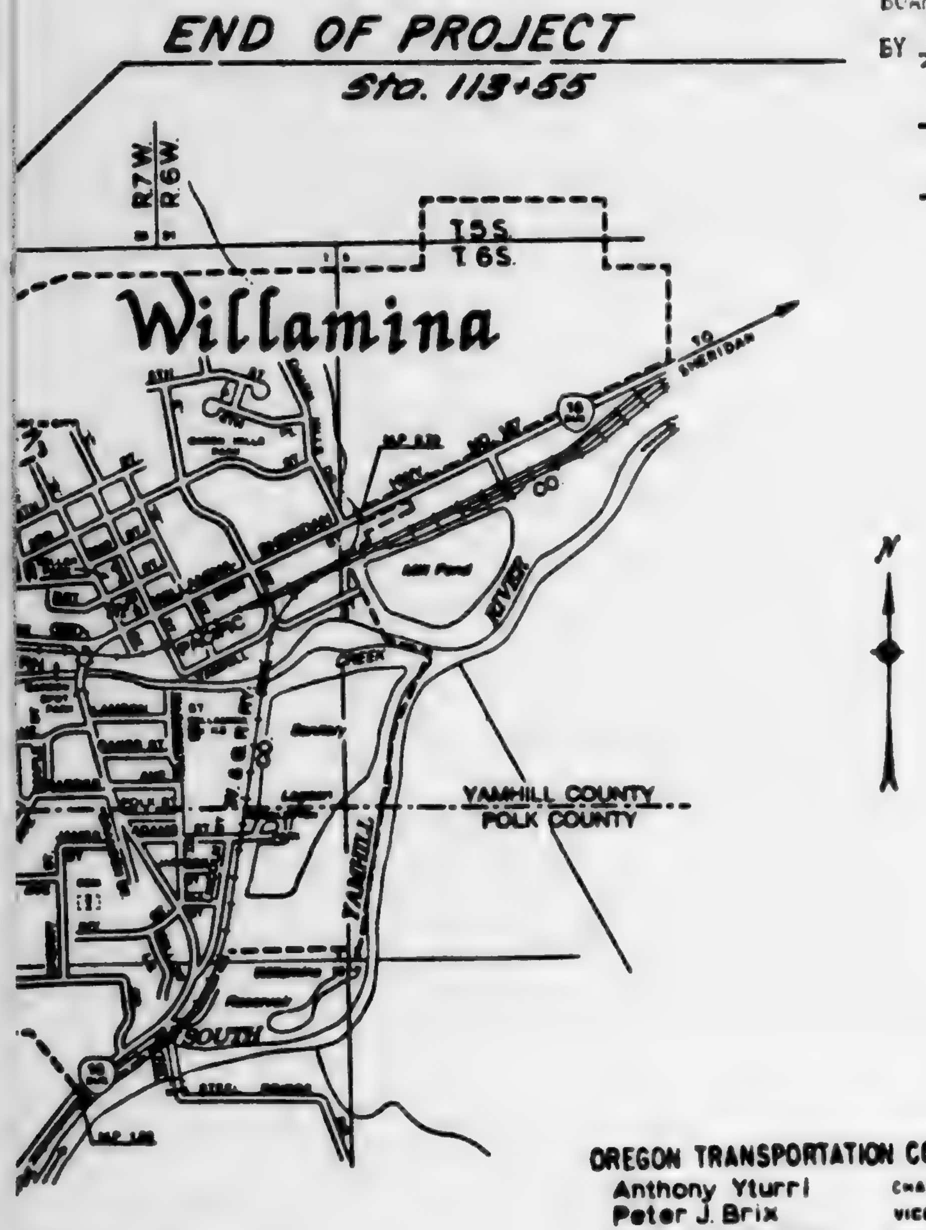

O R E G O N
Salem
Eugene

APPROVED 19 83

BOARD OF COMMISSIONERS OF YAMHILL COUNTY

BY Robert Wm Schot
COMMISSIONER
[illegible]
COMMISSIONER
Ted Lopuszynski
COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE


END OF PROJECT
Sta. 113+55
R7W
R6W
T5S
T6S
Willamina
SHERIDAN
18
Mill Pond
RIVER
CREEK
YAMHILL COUNTY
POLK COUNTY
YAMHILL
SOUTH
N

etch Map
800 1600 Feet

OREGON TRANSPORTATION COMMISSION

Anthony Yturri — CHAIRMAN
Peter J. Brix — VICE CHAIRMAN
Robert F Dwyer — COMMISSIONER
N. B. Giustina — COMMISSIONER
Samuel T Naito — COMMISSIONER
Fred D. Miller — DIRECTOR OF TRANSPORTATION

H S COULTER

EDGAR S HUNTER

H. S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

-9975-

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Willamina Creek Bridge

Highway: Fort Hill Road, FAS A563

County: Yamhill

Prefix: 536-1983

Project Manager: Don Thurston

Date June 14, 1983

Twenty Year Traffic Coefficient 9.3

18 kip EAL's per day 185

R Value 9

Frost Penetration ---

CBE Total Requirement 30.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Stage)	3.0"
5.0"	A.C. Wearing Surface & Base - Class "B" or "C"	10.0"
---	Asphalt Prime Coat	---
2.0"	Aggregate Leveling	2.0"
16.0"	Aggregate Base	16.0"
24.5"		31.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUN 15 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO LOC GOV
FOR ______

REFERRED TO
/ Watson w 2 Mann / Eily
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGIN..ER

PRELIMINARY SURFACING DESIGN
COST ANALYSIS

Project: Willamina Creek Bridge
Highway: Fort Hill Road FAS A563
Length of Project: 0.4 mile PMS No.

Date: May 27, 1983
County: Yamhill
Prefix: 536-1983

ADT 700 % Trucks 35
Traffic Coefficient 8.6
Soil R Value 9

18 Kip EALs/day 185
Design Period Ten Year - Initial
CBE Required 28.0"

Widening - New Work Width 28'		Overlay/Rehab. of Existing Pavement Width
Alternate No. 1	**Thickness**	**Thickness**
A.C. (Class "B" or "C")	5.0"	
Asphalt Prime Coat	---	
Aggregate Level	2.0"	
Aggregate Base	16.0"	
Cost $ 4640/sta.		
Alternate No. 2	**Thickness**	**Thickness**
A.C. (Class "B" or "C")	4.0"	
Treated Base	11.0"	
Cost $ 4,807/sta		
Alternate No. 3	**Thickness**	**Thickness**
Cost $		

Remarks - Surfacing Design Engineer: Alternate No. 2 requires less material and less subgrade width.

Alternate No. 1 requires less treated material. This project's small size and distance from a commercial plant capable of producing treated base makes the adoption of Alternate No. 1 favorable.

Recommend Alt [illegible]
[illegible] probably
[illegible] but I [illegible]
[illegible]

Recommendations: Alternate No. 1.

Surfacing Design Engineer

cc: Location
~~F~~inal Design Engineer
Region Engineer
Region Geologist
Project Manager

PAVEMENT TYPE SELECTION

SECTION: Willamina Creek Bridge
HIGHWAY: Fort Hill Road FAS A563 COUNTY: Yamhill

PRINCIPAL FACTORS GOVERNING SELECTION

1. **Traffic Classification:** See reverse side.
2. **Soils Characteristics:** See reverse side.
3. **Climate** Frost penetration is negligible. Average annual precipitation is 50" at Willamina
4. **Construction Considerations:**
5. **Recycling:** Initial Project Recycling is problably not feasible due to the size of the project and distance from a probable plant site. If the new bridge is relocated the existing facility will be required to handle traffic during construction.

   Future Both alternates are adaptable to future recycling.
6. **Cost Comparisons:** See reverse side.

SECONDARY FACTORS GOVERNING SELECTION

1. **Performance of similar pavements in the area:** Good.
2. **Adjacent Existing Pavements:** A.C.
3. **Conservation of Materials and Energy:** Alternate No. 2 conserves materials, but requires more treated material.
4. **Availability of Local Materials or Contractor Capabilities:** Materials will probably be from commercial sources.
5. **Traffic Safety (Finished Project):** Good.
6. **Incorporation of Experimental Features:** N/A
7. **Stimulation of Competition:** N/A
8. **Municipal Preference, Participating Local Government Preference and Recognition of Local Industry:** N/A

Remarks:

Approval:

Final Design Engineer

cc: **Surfacing Design Eng. after approval**

9975

NARRATIVE REPORT

WILLAMINA CREEK (FORT HILL RD) BRIDGE

FORT HILL ROAD FAS A563
YAMHILL COUNTY
APRIL 14, 1983

HISTORY

Willamina Creek (Fort Hill Road) Bridge is located on the north edge of Willamina, at the east end of Fort Hill Road.

Fort Hill Road is a part of the Federal-Aid Secondary Highway System under the jurisdiction and control of Yamhill County, and has been designated as FAS Route No. A563 between Willamina and Fort Hill on the Salmon River Highway (OR 18). The traffic is mostly heavy log loads to the Willamina Lumber Company Log Deck on the west side of the creek. To the north and west is a small housing development. The ADT is 670 with the major portion being the heavy truck loads.

The Willamina Creek watershed is approximately 85 square miles, draining an area on the east slope of the Coast Range in Yamhill and Tillamook County dropping some 2000 feet in about 12 miles. A stream gauging station is located approximately four miles upstream of the bridge site.

The existing structure is constructed of 23' x 3'2-1/2" wide by 1'9" deep precast channel beams, on spans 1 - 6. Spans 7 - 11 are wood stringers, for an approximate total length of 248 feet. The roadway between felloe guards is 20 feet.

The County has favored construction of a parallel new structure downstream from the present bridge. The County wishes to salvage as much of the old structure as possible (see letter 3/28/83) and is responsible for its entire removal including all supporting members, headwalls etc. down to one foot below ground level.

STANDARDS

(a) Design speed 40 MPH.

(b) AASHTO with exceptions for roadway structure widths.

Consideration length of structure at present is 250 feet. While the prospectus stated limited truck traffic, the road is the main crossing for log trucks to the Willamina Lumber Company Log Dump, with many trucks crossing at present. Also it was stated that urban growth is not anticipated.

To the west and north of this structure is a housing development which was constructed several years ago and probably will grow when the economy recovers.

Due to the great amount of truck traffic I would suggest the use of a barrier railing on the structure.

TYPICAL SECTION

The typical section suggested by the proposal is as follows:

4"	Class 'B' or 'C' AC
12"	Aggregate Base
2"	Class 'C' AC Wearing Surface on bridge

Except for the structure the widths are:

Two 12' lanes

Two 2' paved shoulders

Two 2' gravel shoulders

HORIZONTAL ALIGNMENT

The County's proposal to build the new structure parallel to the existing one to minimize the grading by utilizing as much of the existing roadway as possible is the best alternate. Also, by paralleling the existing structure by 32' thus building far enough to allow traffic to continue on its present course, we could do without a detour while the new road and structure are being built. A few minor inconveniences would occur when matching the old road grade.

In any case, if Fort Hill Road should need to be closed temporarily, the Willamina Lumber Company has okayed the use of their private road for a period of no more than three days. County to negotiate detour route.

In order to keep the new bridge on tangent, spirals were omitted from the easterly curve because of the short distance between the creek and the existing curve.

In general slopes will be as follows:

Shoulder Slopes - 4:1

Back Slopes - 2:1

Embankment & Cut Slopes - 2:1 - 4:1 Variable

Also the easterly end has been rebuilt recently and the County would like to keep as much of this section as possible.

VERTICAL ALIGNMENT

The vertical alignment designed will lower the west end of the proposed structure grade from the existing, to allow it to fall into a smoother grade with the proposed realignment of the roadway. There will be two feet of brush clearance on the west and four feet on the east.

RIGHT OF WAY

A survey November 17, 1980, revised January 21, 1981, by David K. Bateman R.P.L.S., established a right of way for the portion of the road on Willamina Lumber Co property. They tied this survey into several property corners. We then took his established lines and tied in the roadway to the west of the creek using the property corners of Jeremiah Lamson, D.L.C. A corner restoration has been filed with the County for the ENE corner of the J. Lamson D.L.C. 46,T5S,R7W. Found at this location was a buried 1/2" pipe (see C.S.1635, C.S.P.3865 & C.S.P.7754). A 1-1/4" aluminum pipe was set over this pipe flush with the pavement (6-25-83). These lines were tied into a map grid for computation purposes.

We used a Wild T-16 with a Citation CI-450 EDM and an HP 15C for this work.

There is no record of right of way purchase or establishment west of the bridge. We will supply necessary data to the County Road Dept so they can make presentation to the Commissioners.

Upon choosing a location for the new structure, Right of Way Section can decide what additional property may be needed. On April 6, 1983 a solar observation verified the bearings used within 0°02'.

STRUCTURE

The structure as proposed is a 28 foot roadway with a length of 244 feet. The position of the structure will be determined by the location of the easterly bent on the creek bank.

Web walls should be constructed on main piers because of drift problems.

Hydraulics Section recommends the main span bent clear the channel.

DRAINAGE

The watershed of Willamina Creek is approximately 85 square miles. The high point is in the 2500 foot range to 236 feet at the bridge site, with a maximum range of 15 miles. The area is known for its fast run off and high water. The high water elevation was located with the help of the County Roadmaster who marked the high point on the bridge during the flood of December 1964.

UTILITIES

The utilities present are Portland General Electric and United Telephone Co of the Northwest.

The power lines are overhead on the north side of the present road. The telephone lines are buried on the northerly side of the road with a line attached to the north side of the structure.

We have not determined if the Telephone Company would wish a line on the new bridge. If so, inserts should be placed in the outside beam to accommodate them.

SPECIAL PROVISIONS

TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC

If a detour is provided by the County over Willamina Lumber Co bridge then provisions should be made to limit the time to a maximum of three days.

REMOVAL OF STRUCTURES AND OBSTRUCTIONS

Provisions should be made to salvage the existing precast channel beams and wood members and a location for storage or a point of pick up for the County. See County's letter 3/28/83.

EMBANKMENT IN PLACE

No provisions are made for a borrow site for any fill material required. The Willamina Lumber Co or the County may control the old disposal area along the east bank of the creek and north of the end of the bridge. There will be approximately 1,410 cubic yards of excavation and approximately 1,279 cubic yards x 1.2% = 1,534 cubic yards embankment in place requiring approximately 150 cubic yards to be furnished by the contractor.

12" CMP CULVERT PIPE

Culvert pipe should extend through or beyond any wingwalls or bent centerline at the east end of the bridge to prevent water from eroding the creek bank.

Region Location Supervisor

9975

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. FREDRICKSON
REGION II ENGINEER

DATE: MARCH 30, 1983

FROM: W. E. MUELLER
PROJECT MANAGER

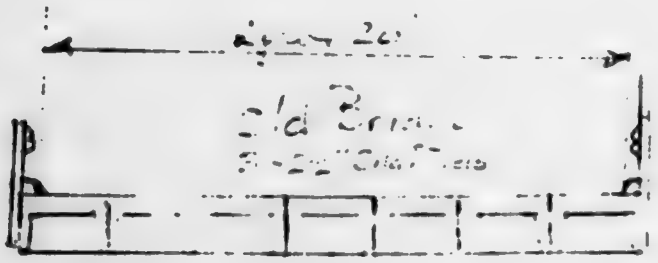
SUBJECT: WILLAMINA CR. (FORT HILL RD.) BRIDGE
LOCATION SURVEY

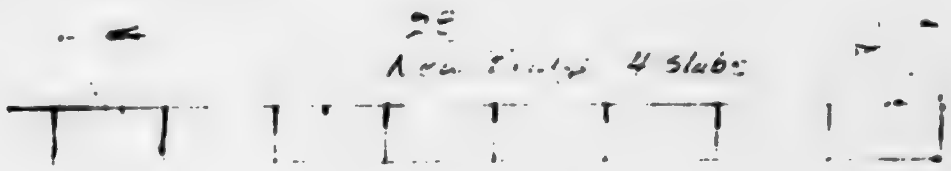
We have reviewed from Yamhill County a proposal which is similar to our third proposal.

This proposal places the new bridge centerline 18 + feet south of the existing bridge centerline. At this point the old bridge could be left as is until 24 feet of new bridge is completed. This would give a roadway on the new structure of 20 feet or 2 - 10 foot lanes.

The problem of a detour through the Willamina Lumber Company would be reduced to the time required to grout keyways. Offset holes would be required in the beams to accomodate transverse tie rods.

The County proposal cost would be between the cost of alternate 2 & 3 of our proposal. Your consideration of the County proposal is requested.





9975

YAMHILL COUNTY
Oregon

COUNTY ROADMASTER
Lloyd H. May

March 28, 1983

Warren E. Mueller
Project Manager
Department of Transportation
P. O. Box 14030
Salem, Oregon 97310

Re: Willimina Creek (Fort Hill Road) Bridge, Fort Hill Road, FAS 563

Dear Mr. Mueller:

Pursuant to our earlier discussions I have reviewed your Location Narrative and Location Map.

Yamhill County is interested in retaining the salvage rights to the precast channel beams as well as the existing wood bridge members. Yamhill County will be responsible for removing this salvage material after the contractor has dismantled the bridge. Should this prove to be a problem the County could arrange to dismantle the existing bridge with its own forces on a pre-arranged schedule coordinated with the contractor.

Of the mentioned alignment options we would prefer design # 3 (as mentioned in your narrative). The possibility also exists that this same construction method could be utilized with the alignment shifted to the downstream side of the bridge. This downstream alignment might then have less impact upon Willamina Lumber's Co-generation Plant plans and at the same time not increase this project's total cost.

Please let me know if I can be of further assistance in this matter.

Sincerely,

William A. Gille

William A. Gille
County Engineer

REGION LOCATION SUPERVISOR
RECEIVED
APR [illegible] 1983
☑ SUPV. ☐ ASS'T ☐ O.M. ☐ CREW

[illegible]

WAG/ew

CON 19-1
Willamina

STATE OF OREG(INTE( )FFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 22, 1983

FROM: for Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: FAS-C Project
Willamina Creek (Fort Hill Road) Bridge Section
FAS-A563
Yamhill County

Yamhill County is requesting an FAS-C project to replace the bridge over Willamina Creek on Fort Hill Road FAS-A563. (This bridge is called Brick Plant Bridge.) Approaches to structure are also to be included in the project. Bridge will be approximately 250 feet long with a roadway 28 feet wide. Additional R/W is needed. Engineering by State. P.E. was approved by OTC on the 23 of September, 1983.

JURDISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Yamhill Co.	Willamina Creek (Fort Hill Road) Bridge Section FAS-A563, Construction	$555,000	$484,000	$33,000	$33,000

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

orig to Gorman
c-y file
Potter
3-25

APPROVED BY:

for State Highway Engineer

Date 3-24-83

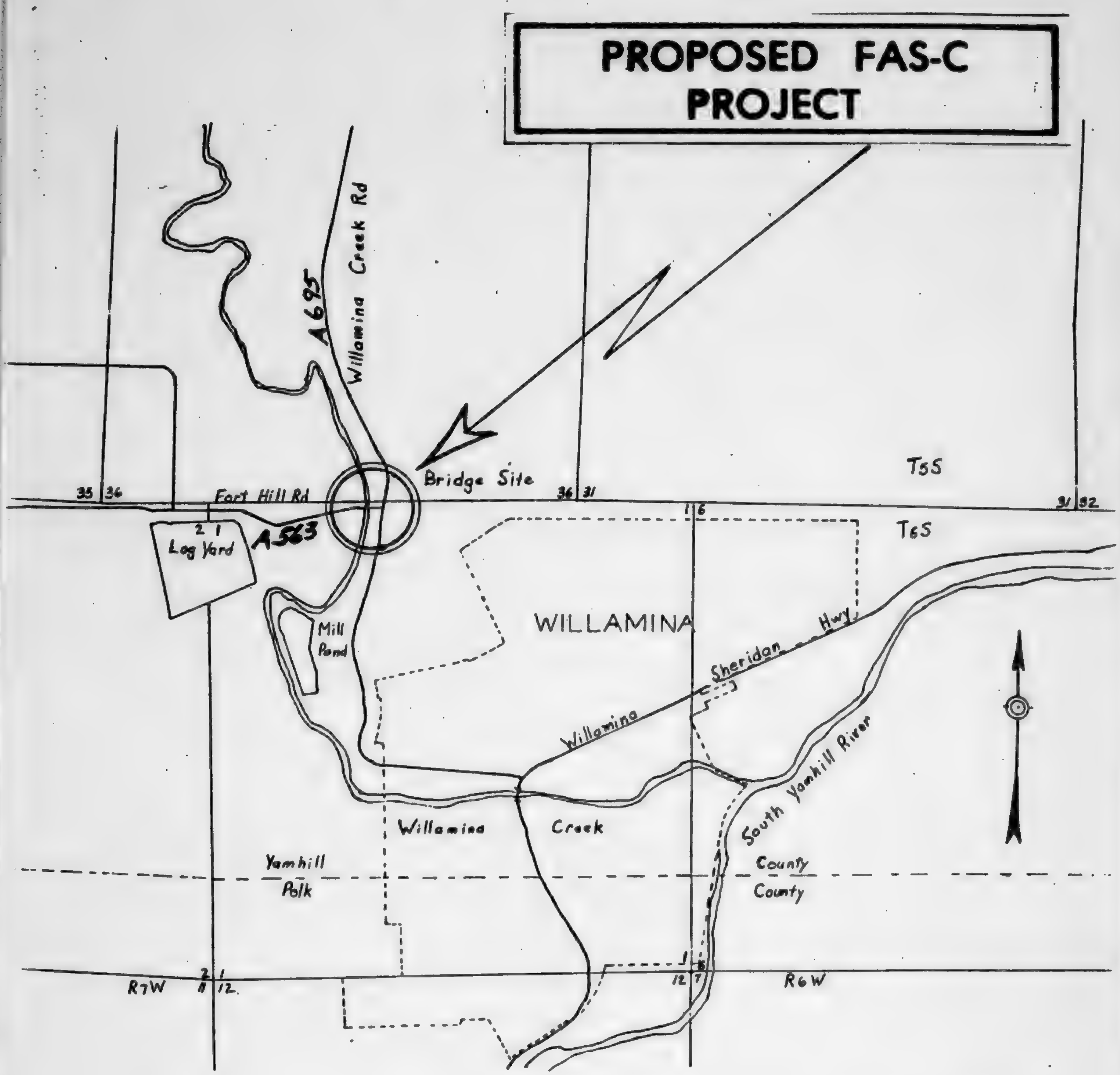
NOTED
W. E. SCHWARTZ

D. E. Swan - Please Program & Update PMS
Fred Miller
L. W. Rulien
Robert N. Bothman
E. S. Hunter
✓ W. E. Schwartz
Gary Potter
Cam Gilmore
C. T. Keasey
George Bell
J. H. Versteeg
L. E. George

F. E. Terpin
W. J. Hart
Roger Trystad
Don Adams
J. Sullivan
John Scofield
George Wills
Phil Lewellyn
Don Aman
Region 2:
  C. O. Fredrickson
  Phil Stearns
  Virgil Wilson

RECEIVED
STATE HWY ENGR
APR 4 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File


PROPOSED FAS-C PROJECT
Willamina Creek Rd
A695
Bridge Site
T5S
T6S
35
36
36
31
31
32
Fort Hill Rd
2
1
1
6
Log Yard
A563
Mill Pond
WILLAMINA
Willamina
Sheridan
Hwy
South Yamhill River
Willamina
Creek
Yamhill
Polk
County
County
R7W
2
1
11
12
1
6
12
7
R6W

Oregon State Highway Division

PROSPECTUS MAP
Willamina Creek (Fort Hill Rd) Br. Sec.
~~BRICK PLANT BRIDGE SECTION~~
Fort Hill Rd FAS A-563
Yamhill County
July 1982

[illegible]

CCN 17-1
Willamina
[illegible]

March 14, 1983

Board of County Commissioners
Yamhill County
5th & Evans Streets
McMinnville, Oregon 97128

AGR

Attention: Charles Stearns
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7772

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement concerning construction of the Willamina Creek (Fort Hill Road) Bridge project.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

fkn:ah

bc: Don Harwell (agreement attached)

9975

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-17-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
RS-A563(1) CON 19-1

2. STATE PROJECT NO.
See below Willamina Cr.

2A. COUNTY NAME
Yamhill

3. FROM
Dale E. Wilken, Division Adminiatrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30032

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
12/17/82

8. FEDERAL ROUTE NUMBER
Secondary A563

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Willamina Creek (Fort Hill Road) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including archeological salvage and utility preparatory work TEC $39,800 F.F $35,083

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 12/7/82.

RECEIVED
STATE HWY ENGR
DEC 21 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 12/21

14. DATE
12/17/82

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hesser

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
RS-A563(1)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Yamhill

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30032

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

copies
Gifford
[illegible]
Trout
Region 2
B. [illegible]
H. Reynolds

7. DATE AUTHORIZATION EFFECTIVE
12/17/82

8. FEDERAL ROUTE NUMBER
Secondary A563

9. STATE ROUTE NUMBER
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10. GENERAL LOCATION:
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☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 12/7/82.

1 Versteeg
5 Anderson
3 Adams
2 Olson
Sullivan
Terpin
6 Trout
7 Wakerlig

RECEIVED
DEC 20 1982
ROAD DESIGN SECTION

14. DATE
12/17/82

15. SIGNATURE OF APPROVING OFFICIAL
G K H

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

1775

OON 17-1
Willamina
Cr.

December 15, 1982

Yamhill County Board of Commissioners
5th & Evans Street
McMinnville, OR 97128

AGR 4-2

Attention: Charles Stearns
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2222

Gentlemen:

Attached for your files is a fully executed copy of a Preliminary Engineering and Construction-Finance Agreement to construct the Willamina Creek (Fort Hill Road) Bridge on FAS-A563.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ACC

TO: H. S. Coulter
State Highway Engineer

DATE: September 22, 1982

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: FAS-C Project
Willamina Creek (Fort Hill Road) Bridge Section
FAS-A563
Yamhill County

Yamhill County is requesting an FAS-C project to replace the bridge over Willamina Creek on Fort Hill Road FAS-A563. (This bridge is called Brick Plant Bridge). Approaches to structure are also to be included in the project. Bridge will be approximately 250 feet long with a roadway 28 feet wide. Additional R/W is needed. Engineering by State.

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Yamhill Co.	Willamina Creek (Fort Hill Road) Bridge Section FAS-A563, P.E. and R/W	$32,000	$28,160	$1,920	$1,920

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

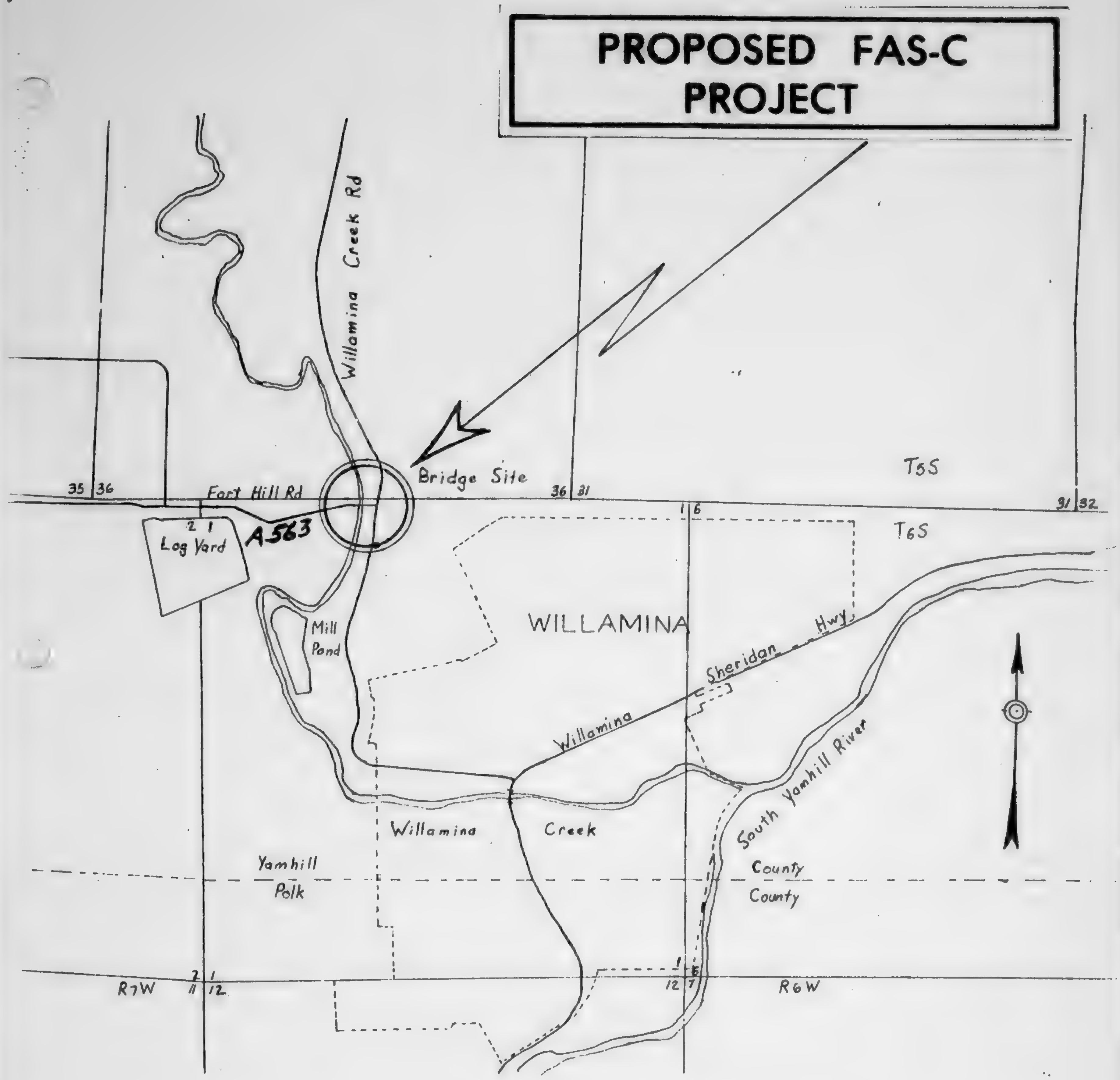
APPROVED BY:

H S Coulter
State Highway Engineer

Date 9/23/82

HR:pf
Attachment

Contains Recycled Materials
81-125-1387


PROPOSED FAS-C PROJECT
Willamina Creek Rd
Bridge Site
35 36
Fort Hill Rd
36 31
1 6
31 32
T5S
T6S
2 1
Log Yard
A563
Mill Pond
WILLAMINA
Willamina Sheridan Hwy
South Yamhill River
Willamina Creek
Yamhill County
Polk County
2 1
11 12
R7W
1 6
12 7
R6W

Oregon State Highway Division

PROSPECTUS MAP

BRICK PLANT BRIDGE SECTION
Fort Hill Rd FAS A-563
Yamhill County
July 1982

9975 12-7-82

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 5 mi. N.W. of Willamina "Willamina Cr. (Fort Hill Rd.) Br. Sec."	075	30032	RS-A563(1)	A563	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

Yamhill (071)

A-95 Review:

State Cl. Ho......... Exempt___ Date Approved 11-30-82 OR 821104-007-2

Dist. 2 Cl. Ho...... Exempt___ Date Approved 12-2-82 No Reply___

Project Environmental Assessment: FHWA Concurrence Dated 10-19-82

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Structure width of 28 feet approved by FHWA on 10-15-82.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 39,800 39,800
88.15	FF	$ 35,083
	STATE	$ 2,862
	Co.	$ 1,855

For PR-37:
Field Phase $___
PS&E Phase $___

REMARKS:

1) Enclosed is a copy of Authority for Survey & project maps.

CL:bks

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
12-7-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

KEH
E MH
84

9975

YAMHILL COUNTY
Oregon

COUNTY ENGINEER
William A. Gille

December 7, 1982

5

Phillip O. Stearns
Region 2 Federal Aid Specialist
Dept. of Transportation, Highway Division
2960 East State Street
Salem, Oregon 97310

re: Willamina Creek (Fort Hill Road) Bridge Construction Finance Agreement

Dear Phil:

Enclosed please find three bound copies of the subject agreement.

I understand that paragraph 1 of the General Provisions (page 4) will be modified or amended so that HBR Funding can be used to complete the project once the FAS matching funds for Yamhill County are exhausted. Should you find that this dual funding arrangement is not possible, Yamhill County would be unable to contribute 100 percent of the funds needed in excess of the FAS matching funds. For that reason, please be advised that if this dual funding arrangement is not acceptable, Yamhill County will consider this agreement null and void.

Not withstanding the above understanding Yamhill County requests that the State Right of Way Office obtain the necessary right of way and easements for the construction of this project.

Please let me know if any of the above is not acceptable.

Sincerely,

William A. Gille

William A. Gille
Yamhill County Engineer

WAG/kc
encl.-3

[illegible] MANAGEMENT SECTION
DHM ☐ DES ☐
[illegible] [illegible] [illegible]
DEC 9 [illegible]

REFERRED TO ______
FOR ______
FILE: PM FA LG.

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371

7-11

Con 19-1
Willamina Cr.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
DEC 7 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Intergovernmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Willamina Creek Bridge

PNRS #: OR821104-007-2

DATE: December 6, 1982

The State Clearinghouse has received additional comments from Dept. of Fish and Wildlife subsequent to our conclusion letter of November 30, 1982 please see copy (ies) attached for your attention.

Attachment
cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(2)Engr.: C.O. Fredrickson
Dis.(3)Engr.: R.A. Kuehn

Additional Clearinghouse comments:

(xx) Please consider this letter and enclosure(s) an addendum to our previous letter.

(xx) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

11-2-83 YAmhill C.

BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

DEC 08 1982

PNRS STATE REVIEW

Project #: OR 821104-007-2 Return Date: NOV 26 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- (X) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish + Wildlife
By Tony Faast
Phone Number 229-5679

PNRS #2

PNRS 821104-007-2

Comments

Bridge Construction

The Oregon Department of Fish and Wildlife has no objection to the Fort Hill Road Bridge Project in Yamhill County providing the following conditions are observed during construction:

1. Adequate measures are taken to minimize turbidities which could arise during construction.
2. No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).
3. Soils disturbed by the project are stabilized and revegetated.
4. All project debris is removed from the stream.

Please coordinate the planning and implementation with our District Fish Biologist:

John Haxton

ODFW
1120 S. Baker
McMinnville, OR 97128

472-1474

9775

CON 19-17
Willamina

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

Attachment
cc: Dale E. Wilken
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(2)Engr.: Fredrickson
Dis.(3)Engr.: R.A. Kuehn

Yamhill
11-2-82

H.S. COULTER

CONCLUSIONS

GIFFORD

APPLICANT: OR DOT, Highway Division

PROJECT TITLE: Willamina Creek Bridge

DATE: November 30, 1982

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

RECEIVED
STATE HWY ENGR
DEC 6 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 821104-007-2

This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Kay L. Wilcox
A-95 Coordinator

PNRS #3
Revised 8/82

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
NOV [illegible] 1982
DIVISION OF STATE LANDS

[illegible] 1982

PNRS STATE REVIEW

Project #: OR 821104-007-2 Return Date: NOV 26 1982

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By Liz Hook

PNRS #2 Phone Number [illegible]

9975

CCN 19-1
Willamina
1'

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A563(-)
Willamina Creek Bridge - Yamhill County

Date: November 15, 1982

Reply to Attn. of: HPD.1-OR/

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

NOTED
E. S. HUNTER

Our memorandum of October 19 regarding the subject project incorrectly stated this bridge was not eligible for bridge replacement funds. The subject bridge identified as number 11755 F is listed on the National bridge inventory dated 4/15/82 with a sufficiency rating of 49.0. As such this bridge would be eligible for bridge replacement funds subject to availability.

Our concurrence with the Class II, categorical exclusion classification for this project remains valid.

for Dale E. Wilken

RECEIVED
TECHNICAL SERVICES
NOV 16 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cc:
OSHD (W. J. Hart, Bridge)
OSHD (G. Potter, Env.)

RECEIVED
STATE HWY ENGR
NOV 16 '82
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTER

9975

11-8-82

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Willamina Creek (Fort Hill Rd.) Bridge Section

HIGHWAY NAME: Fort Hill Road

HIGHWAY NUMBER: FAS-A-563

REGION: 2

ADMINISTRATIVE DISTRICT: 3

COUNTY: Yamhill

CITY

LENGTH: 0.4 mi.

MILEPOST NUMBER: 0.0 TO 0.4

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Yamhill County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace the existing bridge. Work includes constructing a new bridge and approaches and removing the existing bridge. It is anticipated that the new structure can be constructed upstream of the existing bridge which will cause minimum disruption of traffic.

Existing structure has a 20 ton load limit.

Legalization of R/A for current roadway will be required.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 670 ADT

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 40

DESIGN STANDARDS: AASHTO*

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☐ HEAVY

*With exceptions for roadway and structure widths.
Considerations: Length of structure, limited truck traffic and road system which serves an area in which urban type growth is not anticipated.

APPROVED
Frank E. Perkin
Location Engineer
Date 11/8/82

KEH
G

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTI NUMBER AND WIDTH	P OSED NUMBER AND WIDTH
TRAVEL LANES	2(10)	2(12)
SHOULDERS	Var. 0-2 gravel	2(2') paved + 2(2') gravel
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Bikes may use paved shoulders
INTERCHANGES	None	None
OTHER:		Structure width proposed 28'

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream Willamina Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

		NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source commercial	☒	☐	☐
Utilities	☒	☐	☐

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

Type Aerial Power/Tele - Buried Tele which has conduit on bridge

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	4
P.S. & E. DOCUMENTS	( )	4

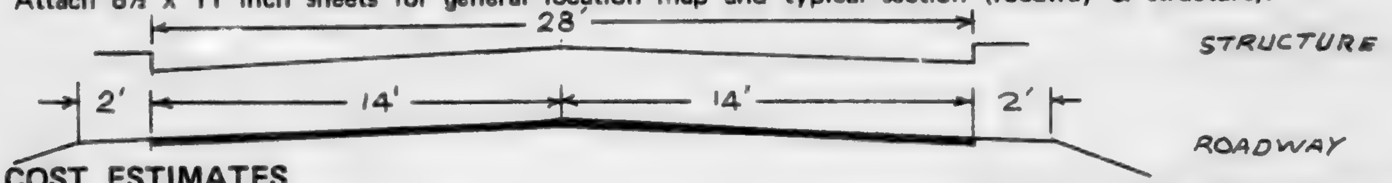
RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	
Aggregate Base	12"	

7 - TYPICAL SECTION AND LOCATION

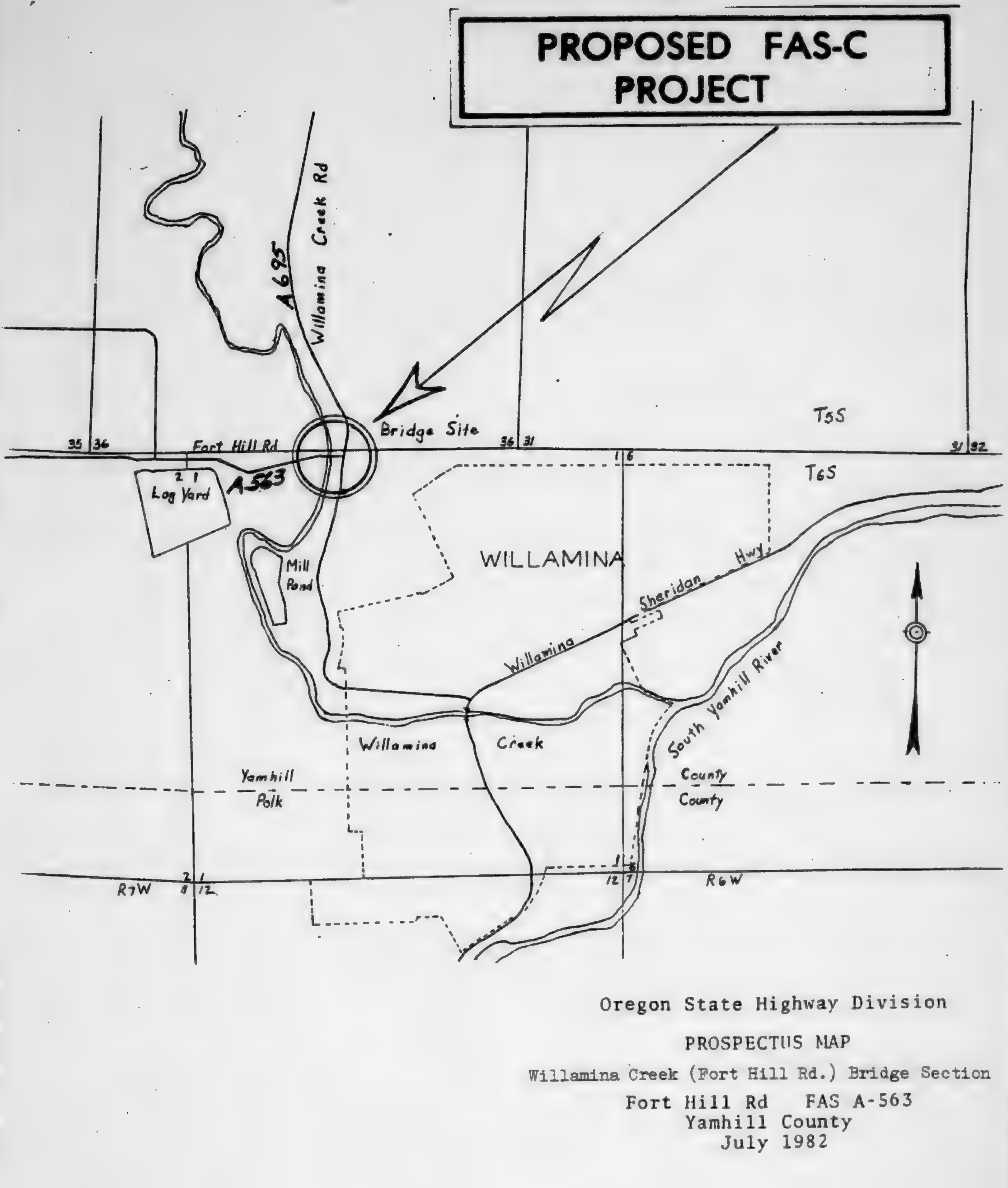
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).



8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	21,900	40.000
RIGHT OF WAY	10,000	10.000
TRAFFIC CONTROL	5,000	6,000
ILLUMINATION		
STRUCTURES 28' x 244'	190,000	300.000
RAILROAD		
ROADWAY	30,000	30.000
OTHER Remove old structure	6,000	20.000
ENGINEERING & CONTINGENCIES	80,400	145.000
PROJECT TOTAL	343,300	551,000

SUBMITTED BY


PROPOSED FAS-C PROJECT
Willamina Creek Rd
A695
Bridge Site
T5S
T6S
35
36
Fort Hill Rd
36
31
31
32
1
6
2 1
Log Yard
A563
Mill Pond
WILLAMINA
Sheridan
Hwy
Willamina
Willamina
Creek
South Yamhill River
Yamhill
Polk
County
County
2 1
11 12
R7W
1
6
12 7
R6W

Oregon State Highway Division

PROSPECTUS MAP

Willamina Creek (Fort Hill Rd.) Bridge Section

Fort Hill Rd FAS A-563
Yamhill County
July 1982

1775

[illegible] 17-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to File No.: PRO

Date: November 2, 1982

To: Executive Department
Federal-Aid Coordination Unit

Mid-Willamette Valley Council
of Governments
ATTN Clearinghouse Coordinator
400 Senator Bldg.
220 High St. NE
Salem, OR 97301

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 3
Section: Willamina Creek Bridge
Highway: Fort Hill Road RS-A563
County: Yamhill

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be December 6, 1982.

BLG:bks
Attachments

cc: D.E. Wilken, FHWA
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd (2)
J.H. Versteeg (3)
Gary Potter
W.J. Hart
Reg. 2 Engr.: C.O. Fredrickson
Dis. 3 Engr.: R.A. Kuehn
Aeronautics Division
David Powers, Parks
B.L. Gifford

RECEIVED
STATE HWY ENGR
NOV 3 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122 (2)

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59
01	12] PROJECT TITLE [71 Willamina Creek Bridge			
11	12] PROJECT LOCATION—CITY Fort Hill Road RS-A563	PROJECT LOCATION—COUNTY Yamhill	PROJECT LOCATION [79 SEC: T: R:	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To replace an obsolete and badly deteriorated structure. The existing structure

06 12] provides 20 feet of horizontal clearance. At the present time, a 20 ton load limit [71

07 12] is in effect. [71

08 12] [71

09 12] [71

10 12] [71

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	374,400		----	93,600		468,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: November 2, 1982

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42	43] DAY [44	45] YEAR [46
	Dec.	6	1982

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: Nov. 2, 1982

VI. If project includes state funds (12C), identify agency -----

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class II Project of Categorical Exclusion according to the new environmental quality guidelines.

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

BROS-3600(-)

A. Project Identification:

Date ___
Section Willamina Creek Bridge
City ___ Hwy. No. ___
Highway Fort Hill Road
Begin M.P. ___ Length 310 Feet
County Yamhill
Program Estimate $468,000
Region 2
Funding Source Off-Sys.

B. Purpose, Need, and Description of Project (Describe Alternatives):

To replace an obsolete and badly deteriorated structure. The existing structure provides 20 feet of horizontal clearance. At the present time, a 20 ton load limit is in effect. The structure has settled in sections creating an undulating roadbed restricting safe operating speeds to 25 mph or less.

C. Recommended Project Classification:

Project Class		Documentation
___	I	Draft and Final EIS
X	II	Categorical Exclusion
___	III	Environmental Assessment

Other Documentation

___ Wetlands Finding/Analysis
___ Endangered Species List
___ Biologic Assessment
X Cultural Resources Survey
___ Section 106 Procedures
___ Section 4(f) Evaluation
X Noise Study Report
___ Indirect Source Construction Permit

Basis for Recommended Classification:
The project will require additional right-of-way. This will consist of farm land and some small animal habitat.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Yes	Yes
Average Daily Traffic (Volume and Year)	670	Same
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	25 mph	40 mph

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	1/3
Estimated Number of Parcels	2
Residential Displacements (No.)	
Business Displacements (No.)	

Describe:

There is farm parcel on the west approach and Willamina Lumber Company property on the east approach.

2. Estimated Impact on Land Use:

Approximately 1/3 of an acre of farm land is required; this would not affect the farming operation.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The very poor condition of the bridge could crete hazardous traffic operations. The new bridge would correct this problem.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Willamina Creek meanders through forect and farmland northwest of Willamina in the vicinity west of the bridge site. Farms crops are shallow rooted types which are not affected by winter flooding. A small amount of streamside vegetation would be removed.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

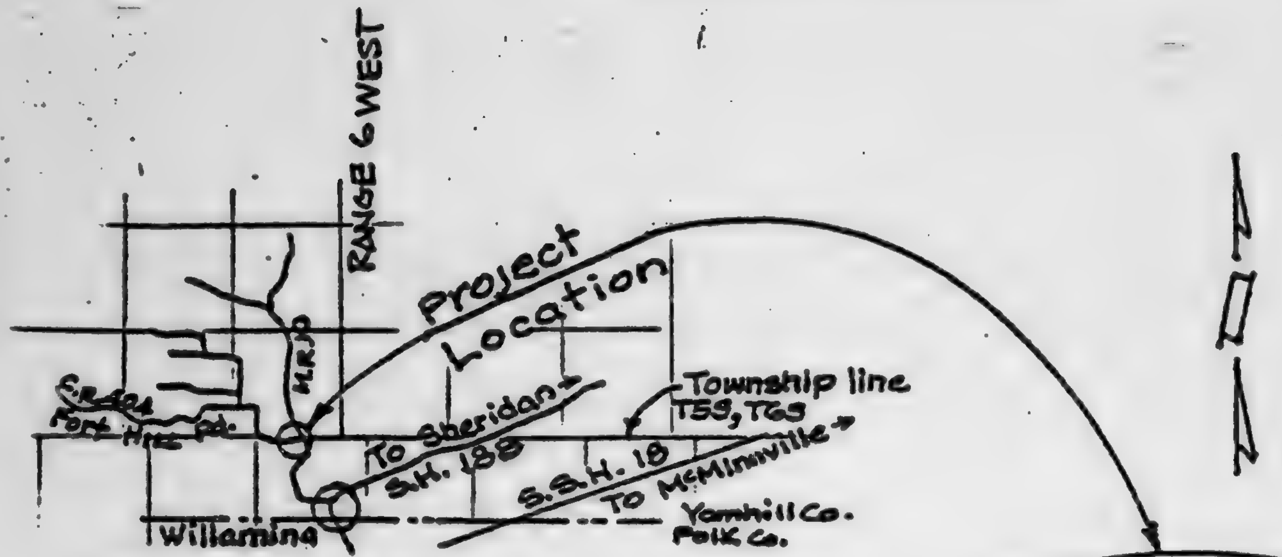
None.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: Michael K. Shultz (378-2626)

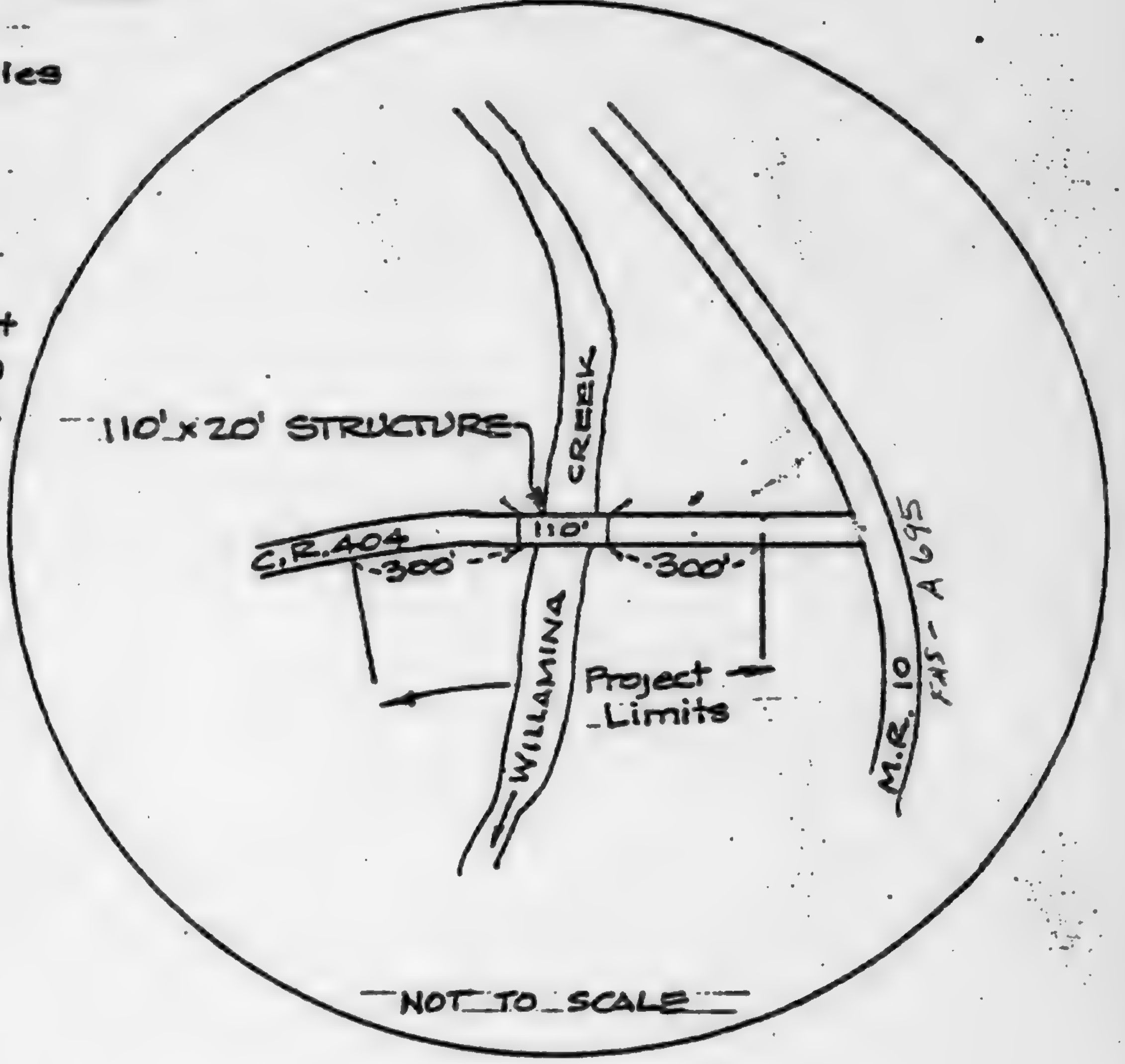
(Attach Project Location Map) (3-25-82)


RANGE 6 WEST
Project Location
C.R. 404
Fort Hill Rd.
M.R. 10
To Sheridan
S.H. 18B
Township line
T5S, T6S
S.S.H. 18
To McMinnville
Yamhill Co.
Polk Co.
Willamina

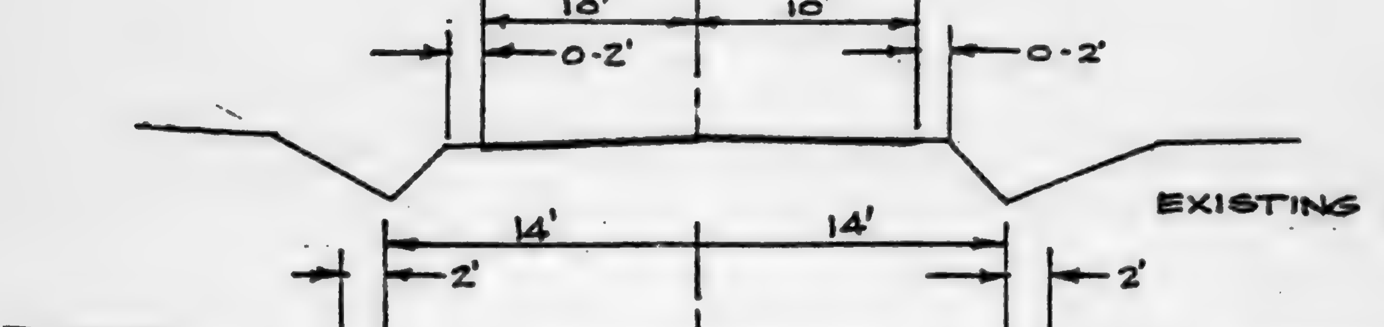
LOCATION SKETCH
Scale: 1" = 2 miles

Proposed

Fort Hill Rd. (C.R. 404) - Brick Plant
Bridge (Nº 11755F) Section
Yamhill County June 10, 1982


110' x 20' STRUCTURE
CREEK
110'
C.R. 404
300'
300'
WILLAMINA
Project Limits
M.R. 10
FAS - A695

NOT TO SCALE


10'
10'
0-2'
0-2'
14'
14'
2'
2'

EXISTING X-SECTION

PROPOSED X-SECTION

9975

PROJECT PROSPECTUS
PART 4 — RVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION Willamina Creek (Fort Hill Road) Bridge Fort Hill County Road FAS A563	KEY ID#
	REGION 2

SURVEY AUTHORITY

AUTHORIZATION NO. 1	PREFIX 536-1983	DATE copied 10/26/82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 16,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,500	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		1,500
906 BRIDGE DESIGN	see (927)		921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		300
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		750	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		750	927 FREE BRIDGE DESIGN		8,500			
914 REGION UTIL-ITY LIAISON		400	932 RAILROAD & UTILITIES		200			
						TOTALS	$39,800	$ 39,800

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

FEDERAL AID PROJECT NUMBER
RS- A563(1)

LOCATION ENGINEER'S REMARKS

Perform all necessary work to prepare Plans, Specifications, & Estimate to replace structure @ M.P. 0.4 on Fort Hill County Road. Project length is 0.4 miles.

Approved by Hwy. Eng'r. 9/23/82, $32,000 FAS-C.

PREPARED BY Phillis V. Lewellyn	DATE 10-26-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/22/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 11-18-82
RECOMMENDED, LOCATION ENGINEER X Frank E. Pepin	DATE 11/18/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-17-82	

734-1914 (7-82)

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE
PREFIX 536-1983

1 - IDENTIFICATION

PROJECT NAME: Willamina Creek (Fort Hill Rd.) Bridge Section

HIGHWAY NAME: Fort Hill Road
HIGHWAY NUMBER: FAS-A-563

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Yamhill	CITY

LENGTH: 0.4 mi.
MILEPOST NUMBER: 0.0 TO 0.4
☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO
IF YES, UNIT OF GOVERNMENT: Yamhill County

TYPE OF FUNDS
☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace the existing bridge. Work includes constructing a new bridge and approaches and removing the existing bridge. It is anticipated that the new structure can be constructed upstream of the existing bridge which will cause minimum disruption of traffic.

Existing structure has a 20 ton load limit.

Legalization of R/A for current roadway will be required.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 670 ADT
PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 40
DESIGN STANDARDS: AASHTO*
TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

*With exceptions for roadway and structure widths.
Considerations: Length of structure, limited truck traffic and road system which serves an area in which urban type growth is not anticipated.

APPROVED
Frank E. Pespin
Location Engineer
Date 11/8/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXIST NUMBER AND WIDTH	POSED NUMBER AND WIDTH
TRAVEL LANES	2(10)	2(12)
SHOULDERS	Var. 0-2 gravel	2(2') paved + 2(2') gravel
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Bikes may use paved shoulders
INTERCHANGES	None	None
OTHER:		Structure width proposed 28'

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☐	☐	☒
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☒	☐	☐
River ____________	☐	☒	☐
Stream Willamina Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☐	☒
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☒	☐	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)

	YE	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☒	☐	☐
Environmental Assessment	☒	☐	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☒	☐	☐
Public Hearing ______	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☐	☒	Requires Reconnaissance Survey	☐	☒	☐
Material Source commercial	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Aerial Power/Tele - Buried Tele which has conduit on bridge

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	( )	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	( )	4
P.S. & E. DOCUMENTS	( )	4

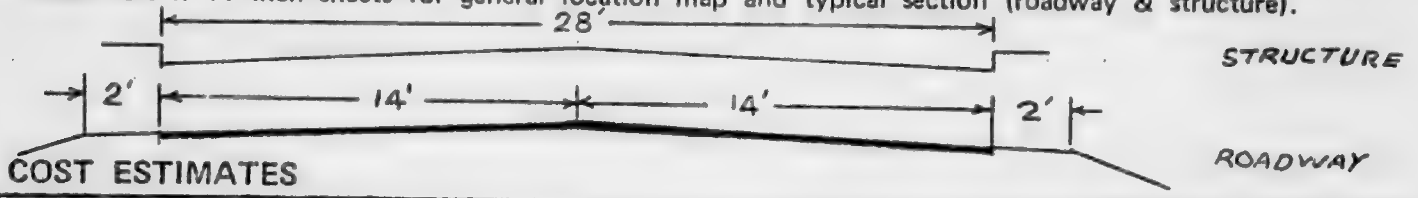
RECOMMENDED CONSTRUCTION DATE ______ (Region) ______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	
Aggregate Base	12"	

7 - TYPICAL SECTION AND LOCATION

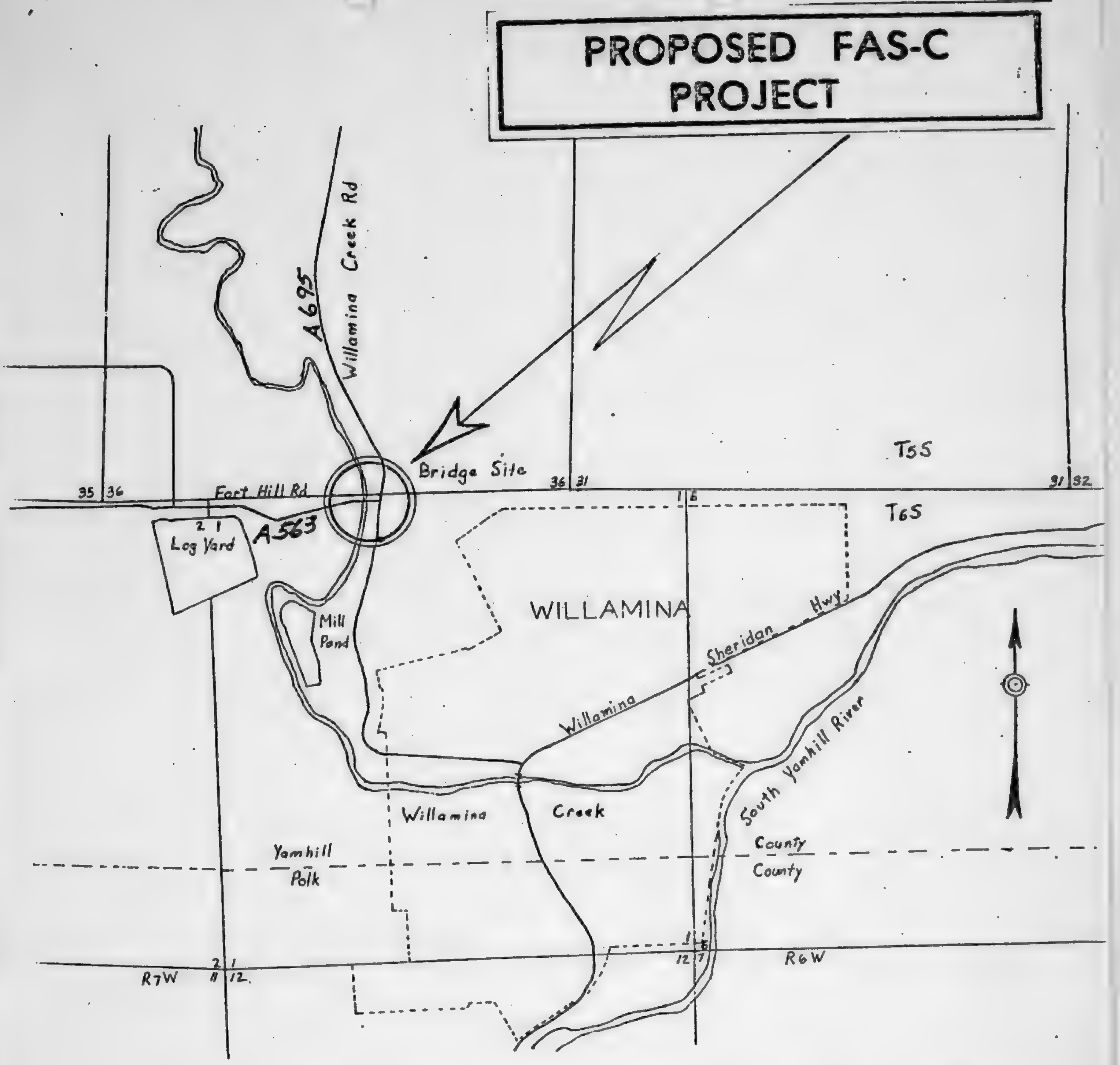
Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).



8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	21,900	40.000
RIGHT OF WAY	10,000	10.000
TRAFFIC CONTROL	5,000	6,000
ILLUMINATION		
STRUCTURES 28' x 244'	190,000	300.000
RAILROAD		
ROADWAY	30,000	30.000
OTHER Remove old structure	6,000	20.000
ENGINEERING & CONTINGENCIES	80,400	145.000
PROJECT TOTAL	343,300	551,000

SUBMITTED BY


PROPOSED FAS-C PROJECT
Willamina Creek Rd
A695
Bridge Site
T5S
T6S
35 36
36 31
31 32
Fort Hill Rd
1 6
2 1
Log Yard
A563
Mill Pond
WILLAMINA
Sheridan Hwy
Willamina
Willamina Creek
South Yamhill River
Yamhill County
Polk County
R7W
2 1
11 12
1 6
12 7
R6W

Oregon State Highway Division

PROSPECTUS MAP

Willamina Creek (Fort Hill Rd.) Bridge Section

Fort Hill Rd FAS A-563
Yamhill County
July 1982

1975

CON 19-1
Willamina Cr.

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

file

Subject: Oregon Project RS-A563(-)
Willamina Creek Bridge
Yamhill County

Date: October 19, 1982

From: Division Administrator

Reply to Attn. of: HPD.1-OR/

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

NOTED
E. S. HUNTER

Attn: Mr. Gary Potter, Environmental Section

The subject project classification request submitted with your letter of July 16, 1982 has been reviewed.

Our records indicate this project is on the FAS system and is not eligible for bridge replacement funds.

We concur with your finding that the proposed project be classified as Class II, Categorical Exclusion.

Richard R.

for Dale E. Wilken

ENVIRONMENTAL SECTION
October 29, 1982

cc: J. B Boyd (3)
J. H. Versteeg (4)
B. L. Gifford (2)
L. E. George
D. H. Moehring
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
C. O. Frederickson
Mike Schultz
William Fretwell
Richard Kuehn
Don Keyes
General Files

cy Potter
10-22

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

BROS-3600(-)

A. Project Identification:

Date
Section Willamina Creek Bridge
City
Hwy. No.
Highway Fort Hill Road
Begin M.P.
Length 310 Feet
County Yamhill
Program Estimate $468,000
Region 2
Funding Source Off-Sys.

B. Purpose, Need, and Description of Project (Describe Alternatives):

To replace an obsolete and badly deteriorated structure. The existing structure provides 20 feet of horizontal clearance. At the present time, a 20 ton load limit is in effect. The structure has settled in sections creating an undulating roadbed restricting safe operating speeds to 25 mph or less.

C. Recommended Project Classification:

Project Class		Documentation	Other Documentation
____	I	Draft and Final EIS	____ Wetlands Finding/Analysis
X	II	Categorical Exclusion	____ Endangered Species List
____	III	Environmental Assessment	____ Biologic Assessment
			X Cultural Resources Survey
			____ Section 106 Procedures
			____ Section 4(f) Evaluation
			X Noise Study Report
			____ Indirect Source Construction Permit

Basis for Recommended Classification:

The project will require additional right-of-way. This will consist of farm land and some small animal habitat.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Yes	Yes
Average Daily Traffic (Volume and Year)	670	Same
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	25 mph	40 mph

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	1/3
Estimated Number of Parcels	2
Residential Displacements (No.)	
Business Displacements (No.)	

Describe:

There is farm parcel on the west approach and Willamina Lumber Company property on the east approach.

2. Estimated Impact on Land Use:

Approximately 1/3 of an acre of farm land is required; this would not affect the farming operation.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The very poor condition of the bridge could crete hazardous traffic operations. The new bridge would correct this problem.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Willamina Creek meanders through forect and farmland northwest of Willamina in the vicinity west of the bridge site. Farms crops are shallow rooted types which are not affected by winter flooding. A small amount of streamside vegetation would be removed.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None.

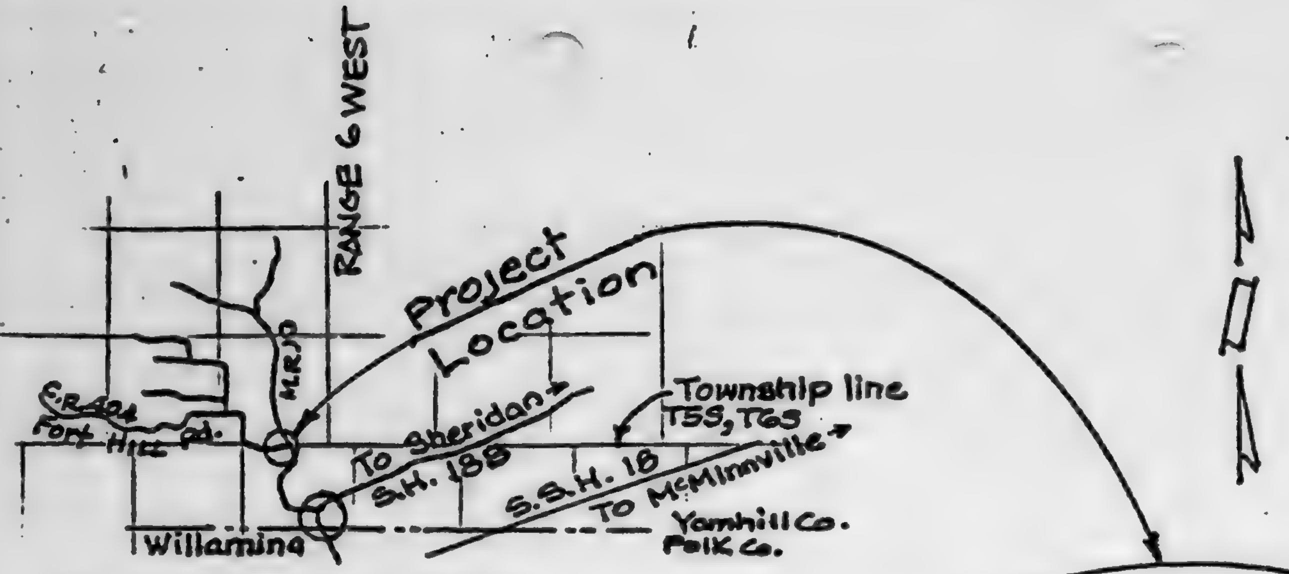
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: Michael K. Shultz (378-2626)

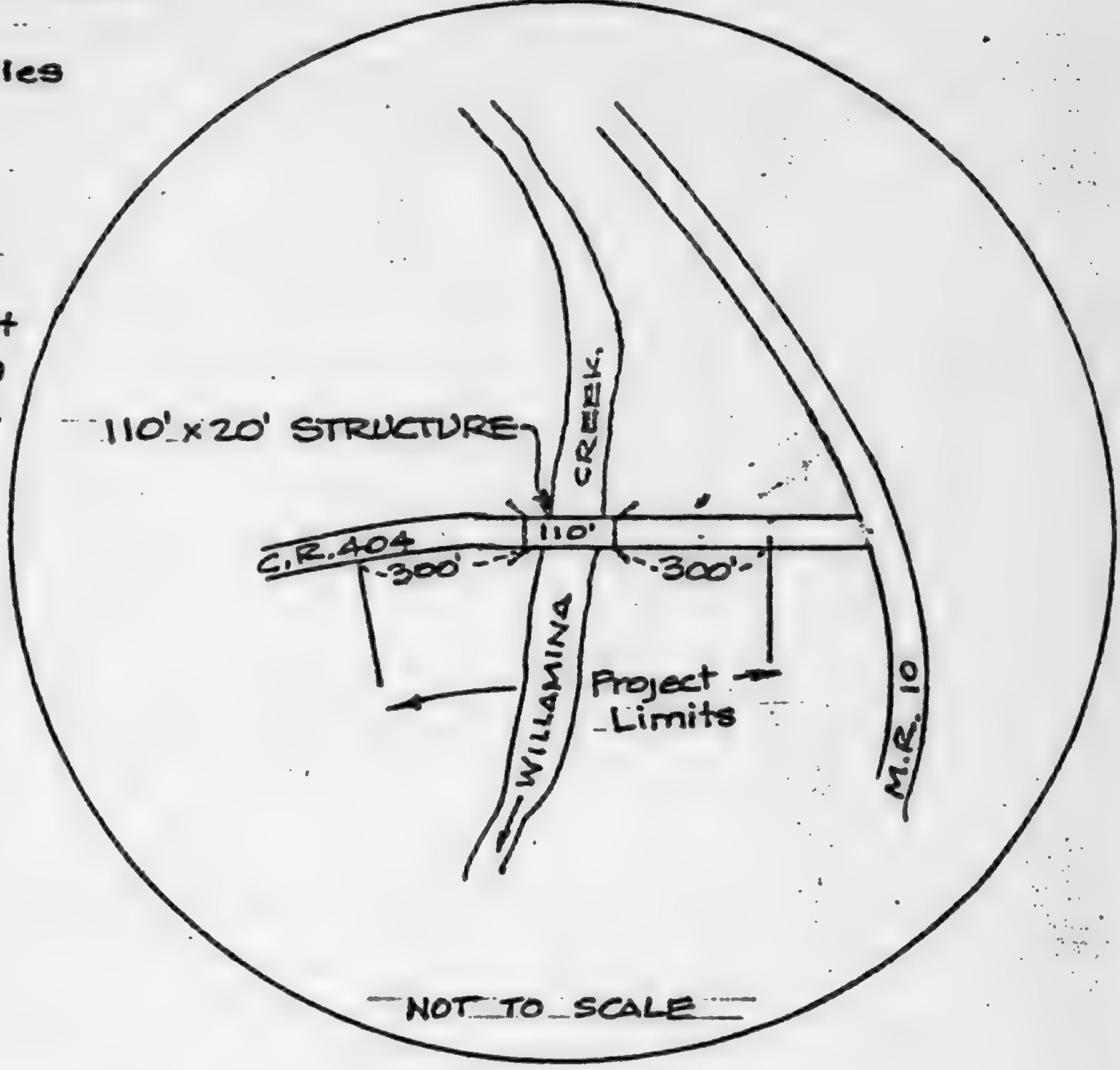
(Attach Project Location Map)

(3-25-82)

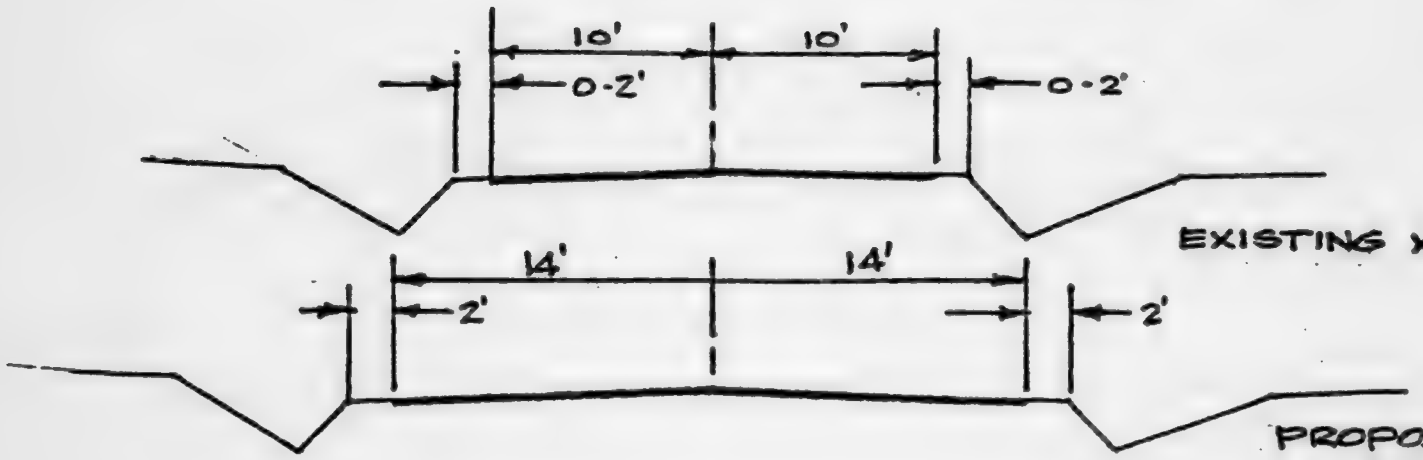

RANGE 6 WEST
Project Location
M.R.10
C.R.404
Fort Hill Rd.
To Sheridan
S.H. 18B
Township line T5S, T6S
S.S.H. 18
To McMinnville
Yamhill Co.
Polk Co.
Willamina

LOCATION SKETCH
Scale: 1" = 2 miles

Proposed
Fort Hill Rd. (C.R.404) - Brick Plant
Bridge (No 11755F) Section
Yamhill County June 10, 1982


110' x 20' STRUCTURE
CREEK
110'
C.R.404
300'
300'
WILLAMINA
Project Limits
M.R. 10

NOT TO SCALE


10'
10'
0-2'
0-2'
14'
14'
2'
2'

EXISTING X-SECTION

PROPOSED X-SECTION

1175

CON 19-?
Willamina
Co.

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project RS-A563(-)
Willamina Creek (Fort Hill Road) Bridge Section
Yamhill County
Deviation from Standards

Date: October 15, 1982

From: Division Administrator

Reply to Attn. of: HFO.2-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Based on the information provided in Mr. Swan's September 21, 1982 letter on the subject project, we concur in reducing the width of the proposed new structure to 28 feet from the required standard width of 30 feet.

for Dale E. Wilken

cc:
OSHD (D E Swan)

RECEIVED
STATE HWY ENGR
OCT 19 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig. to

9915 10 1 + 2 CSN 17
Willamina

REPORT OF ACTION UNDER DELEGATED AUTHORITY
BY STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to approve and execute the necessary agreements covering Local Government Project (FAS-C, FAUS, SOS and FAIX), I approved the following:

Section & Jurisdiction	Estimated Total Cost	Federal Funds	State Share	Local Govt. Funds	Approval Date
Davenport Rd.-Powder River Section, Chandler Lane, FAS-B516--PE Only Baker County	$ 3,000	$ 2,640	$ 180	$ 180	9-23-82
Easterly from Lillian Br. Section, S. Fk. Coos River Road FAS-A432-- PE and R/W Coos County	20,000	17,600	1,200	1,200	9-23-82
Table Rock Rd. at Vilas Road Section FAS-A363 PE and R/W Jackson County	21,000	18,480	1,260	1,260	9-23-82
Case Road-French Prairie Rd. Section-Yergen and McKay Roads FAS-A599 PE Only, Marion County	5,000	4,400	300	300	9-23-82
Ash Swale (Bethel Rd.) Br. Section FAS-A549 PE Only, Polk County	6,100	5,400	350	350	9-23-82
M.P. 0.4 to M.P. 2.2 Section, Scott Canyon Road, FAS-B440, PE Only Sherman County	3,000	2,640	180	180	9-23-82
Willamina Creek (Fort Hill Rd.) Br., FAS-A563 PE and R/W Yamhill County	32,000	28,160	1,920	1,920	9-23-82

October 7, 1982 H S Coulter
H. S. Coulter, P.E.
State Highway Engineer

10-7-82
orig. to
Goorman
cy Mocking

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO CON 19-4
ACC Willa [illegible]

TO: H. S. Coulter
State Highway Engineer

DATE: September 22, 1982

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: FAS-C Project
Willamina Creek (Fort Hill Road) Bridge Section
FAS-A563
Yamhill County

Yamhill County is requesting an FAS-C project to replace the bridge over Willamina Creek on Fort Hill Road FAS-A563. (This bridge is called Brick Plant Bridge). Approaches to structure are also to be included in the project. Bridge will be approximately 250 feet long with a roadway 28 feet wide. Additional R/W is needed. Engineering by State.

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Yamhill Co.	Willamina Creek (Fort Hill Road) Bridge Section FAS-A563, P.E. and R/W	$32,000	$28,160	$1,920	$1,920

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY:

H S Coulter
State Highway Engineer

Date 9/23/82

D. E. Swan - Please Program & Update PMS.
✓ Fred Miller
L. W. Rulien
R. N. Bothman
E. S. Hunter
W. E. Schwartz
Gary Potter
D. H. Moehring
C. T. Keasey
George Bell
J. H. Versteeg
L. E. George
Files
F. E. Terpin
W. J. Hart
Roger Trygstad
Don Adams
J. Sullivan
John Scofield
George Wills
Phil Lewellyn
Frank Lowe
Region 2:
C. O. Fredrickson
Phil Stearns
Virgil Wilson

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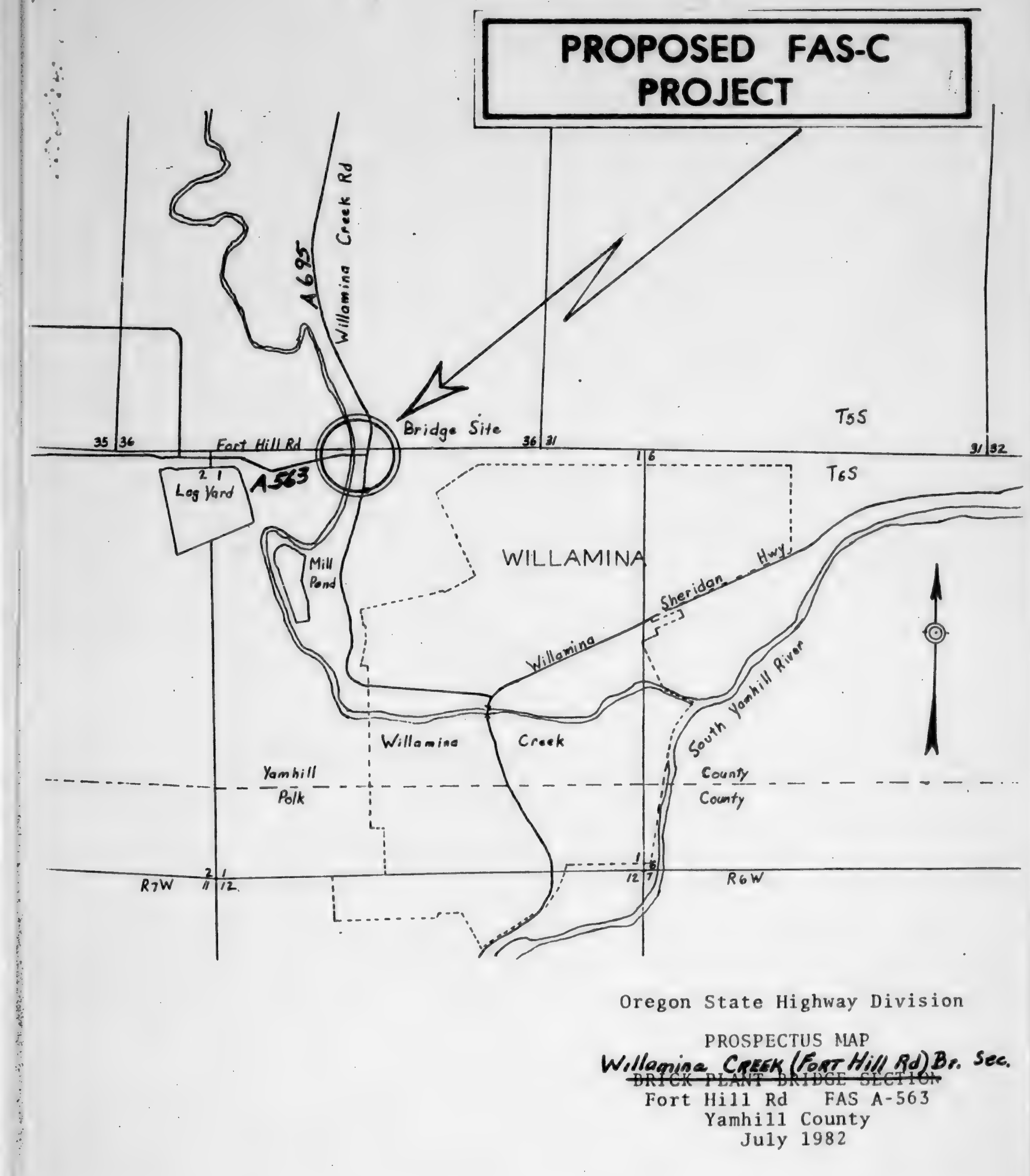

PROPOSED FAS-C PROJECT
A695
Willamina Creek Rd
Bridge Site
T5S
T6S
35 36
Fort Hill Rd
36 31
31 32
1 6
2 1
Log Yard
A563
Mill Pond
WILLAMINA
Willamina Sheridan Hwy
South Yamhill River
Willamina Creek
Yamhill County
Polk County
R7W
2 1
11 12
1 6
12 7
R6W

Oregon State Highway Division

PROSPECTUS MAP
Willamina Creek (Fort Hill Rd) Br. Sec.
~~BRICK PLANT BRIDGE SECTION~~
Fort Hill Rd FAS A-563
Yamhill County
July 1982

9975

September 21, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ATTN: Mr. W. H. Kappus
Area Engineer

FROM:
D. E. Swan, P.E.
Program Control Engineer

SUBJECT: Deviation from Standards
Willamina Creek (Fort Hill Road) Br. Section
FAS-A563
Yamhill County

Yamhill County is requesting a deviation from standards of the width of the travelway for a new structure on the Willamina Creek (Fort Hill Road) Bridge Section. They wish to reduce the width from 30-feet to 28-feet.

The County feels that this is justifiably in the public interest because:

(a) The roadway on each side of this structure has a top width of 24-feet, and the County has no plans for widening.

(b) A reduction of 2-feet in width on this 520-foot structure will help keep the costs within County funding capabilities.

Your consideration and concurrence in this matter is requested.

HR:pf

9975

FEDERAL AID PROJECT REQUEST

Date 6-10-82

Applicant Agency Yamhill County

Request for: Off-System ____, FAS-C X, FAUS ____ Project

Federal Aid Route No. A563 Route Name Fort Hill Road

Project Name Fort Hill Road - Brick Plant Bridge Section- Br. #11755F

Willamina Creek

Project Length 310 feet Project Location (Attach sketch map)

Project Description Remove and replace existing bridge and reconstruct aproaches to taper to new bridge width.

Average Daily Traffic 670 Design Speed 40 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 feet Travel Lanes 2 Shoulders 0-2 feet

Medians None Parking None

Sidewalks None

Remarks Shoulders at bridge approaches flair to 4 feet wide

2. Desired Roadway Cross Section: (Attach sketch)

Width 28 feet Travel Lanes 2 @ 12 feet Shoulders 2 @ 2 feet

Medians None Parking None

Curbed 110´ft. along bridge only Length Curb Radii None

Sidewalk/Bikeway None

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width ____ Minimum ____ Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes X No ____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No ____
Remarks Existing right of way is of uncertain origin- perscriptive rights to actually used property is probably our only enforcable right of way.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

One stop sign for East bound traffic approximately 300 feet East of subject structure.

2. Proposed Signalization:

Location

Type

Phases

Type of Suspension

Interconnected

Remarks No change from existing control

3. Permanent Signing:

Include in project or by applicant? All signing within project area shall be part of project- however no signing is anticipated.

4. Permanent Striping:

Include in project or by applicant? All striping to be included

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location

Type

Remarks No illumination proposed for this project.

V. STRUCTURE DATA

1. Existing Structure:

Location County Road # 404, M.P.

Type Combination- reinforced conc. (West approach spans), Glue-lam Center span, timber (E. appr.)

Approach Roadway Width 20 ft. Shoulder Width 4 ft.

Length 110 ft. Width 20.0 feet

To remain in place? Existing structure to be removed. Br# 11755F

2. Proposed Structure:

Location County Road #404, M.P. 0.10

Approximate Size: Length 110 feet Width 28 feet

250±

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? After removal of old structures and prior to opening new structure traffic will have to be re-routed

Remarks Willimina Lumber currently owns a bridge downstream- there is a possibility that this could be used as a temporary detour.

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad N/A
Existing Crossing Protection N/A

2. Will existing railroad crossing be altered? N/A

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement William A. Gille, Yamhill County Road Dept.
Office
2. Environmental Same
Office
3. Public Hearing Same
Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No X
If "yes," describe briefly:

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 30,000.00
Right-of-way costs (if participating)	10,000.00
Traffic control	5,000.00
Illumination	—
Structures	190,000.00
Railroad	—
Other Demo. and removal of old structure	6,000.00
Preliminary engineering	36,000.00
PROJECT TOTAL	$ ~~277,000.00~~ 468,900.00 *

Remarks Costs to secure temporary by-pass may increase right of way costs

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Yamhill County COUNTY

By________ By Ted Lopuszynski

By________ By________

By Colin Armstrong

* See attached letter from Bill Gille, County Engineer, dated June 16, 1982, revising estimate

YAMHILL COUNTY
Oregon

COUNTY ROADMASTER
Lloyd H. May

June 16, 1982

Phil Stearns
Federal Aid Specialist
2960 E. State Street
Salem, Oregon 97310

Dear Phil,

This letter is to confirm our telephone conversation of this date concerning the Fort Hill Road (CR # 404) Brick Plant Bridge (No. 11755F) Section project request. As I mentioned the bridge report shows this bridge to be only 110 feet long where as it is in fact 248 feet long. This should increase my structure cost estimate to $381,900.00 and the total project estimate to $468,900.00.

We will of course take immediate steps to correct the bridge report records. Thank you for your efforts in this matter.

Sincerely,

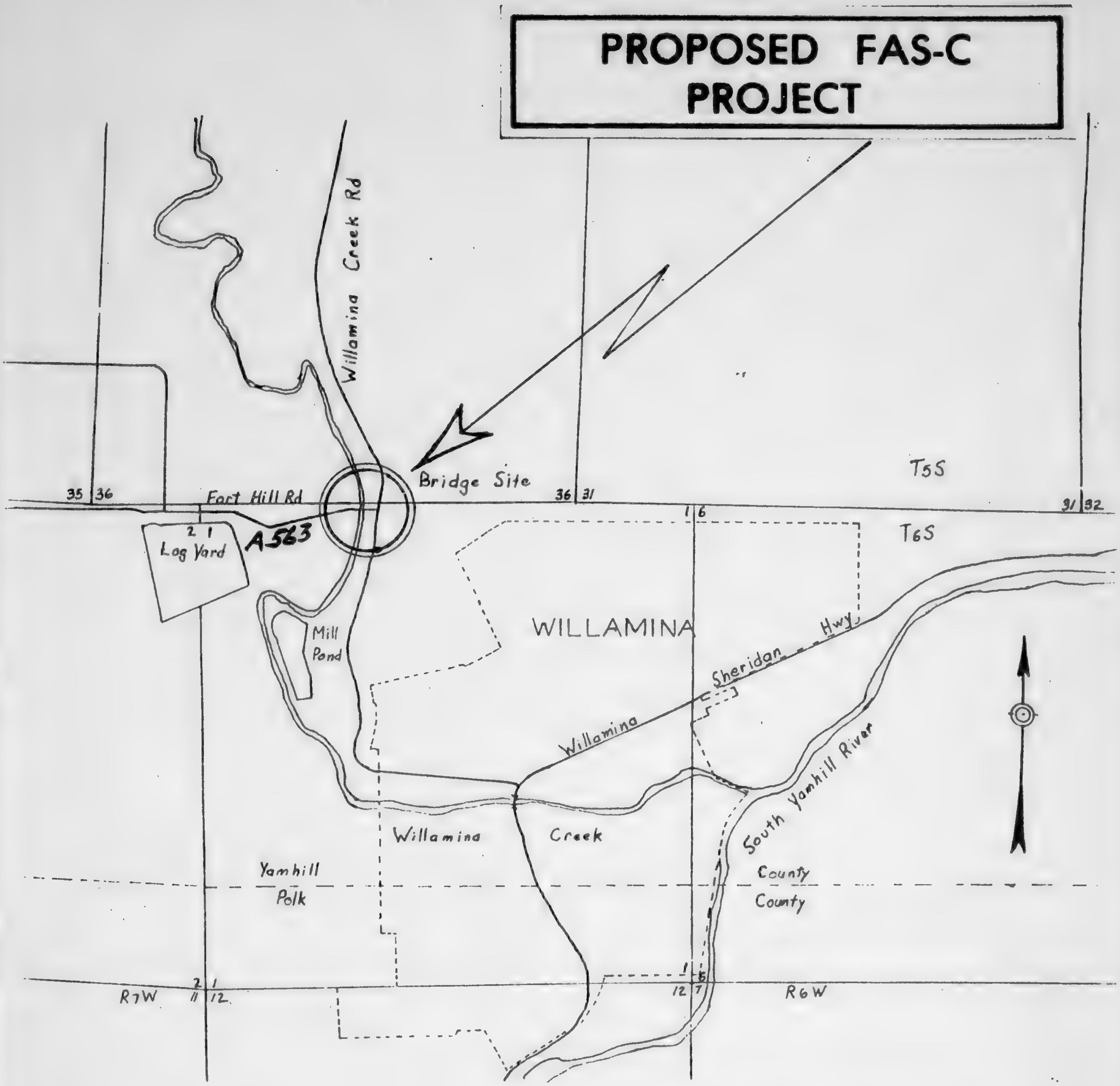
William A. Gille

William A. Gille
County Engineer

WAG/ew

REGION 2 ENGINEER
RECEIVED
☐ RLE JUN 21 1982 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Courthouse • McMinnville, Oregon 97128 • Telephone 472-9371



PROPOSED FAS-C PROJECT

Willamina Creek Rd
Bridge Site
T5S
35 36
Fort Hill Rd
36 31
1 6
31 32
T6S
2 1
Log Yard
A563
Mill Pond
WILLAMINA
Willamina Sheridan Hwy
South Yamhill River
Willamina Creek
Yamhill County
Polk County
R7W
2 1
11 12
1 6
12 7
R6W

Oregon State Highway Division

PROSPECTUS MAP

BRICK PLANT BRIDGE SECTION
Fort Hill Rd FAS A-563
Yamhill County
July 1982

OREGON STATE HIGHWAY DIVISION
PROJECT CLASSIFICATION

BROS-3600 (-)

A. Project Identification:

Section Willamina Creek Bridge
Highway Fort Hill Road
County Yamhill
Region 2

Date
City
Hwy. No.
Begin M.P.
Length 310 Feet
Program Estimate $468,000
Funding Source ~~Off Sys.~~ HBR FAS-s

B. Purpose, Need, and Description of Project (Describe Alternatives):

To replace an obsolete and badly deteriorated structure. The existing structure provides 20 feet of horizontal clearance. At the present time, a 20 ton load limit is in effect. The structure has settled in sections creating an undulating roadbed restricting safe operating speeds to 25 mph or less.

C. Recommended Project Classification:

Project Class		Documentation
	I	Draft and Final EIS
X	II	Categorical Exclusion
	III	Environmental Assessment

Other Documentation

☐ Wetlands Finding/Analysis
☐ Endangered Species List
☐ Biologic Assessment
☒ Cultural Resources Survey
☐ Section 106 Procedures
☐ Section 4(f) Evaluation
☒ Noise Study Report
☐ Indirect Source Construction Permit

Basis for Recommended Classification:

The project will require additional right-of-way. This will consist of farm land and some small animal habitat.

D. Descriptions:	Existing Facility	Proposed Facility
Number of Traffic Lanes	2	2
Median (Yes/No)	No	No
Shoulders (Yes/No, Paved/Gravel)	Yes	Yes
Average Daily Traffic (Volume and Year)	670	Same
Alignment (New, Combined, Existing)	Existing	Existing
Speeds (Posted and Estimated)	25 mph	40 mph

E. Preliminary Identification of Environmental Impacts:

1. Estimated Right-of-Way Impacts:

Acres	1/3
Estimated Number of Parcels	2
Residential Displacements (No.)	
Business Displacements (No.)	

Describe:

There is farm parcel on the west approach and Willamina Lumber Company property on the east approach.

2. Estimated Impact on Land Use:

Approximately 1/3 of an acre of farm land is required; this would not affect the farming operation.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

The very poor condition of the bridge could crete hazardous traffic operations. The new bridge would correct this problem.

4. Estimated Impact on Rivers, Streams, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

Willamina Creek meanders through forect and farmland northwest of Willamina in the vicinity west of the bridge site. Farms crops are shallow rooted types which are not affected by winter flooding. A small amount of streamside vegetation would be removed.

5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

None.

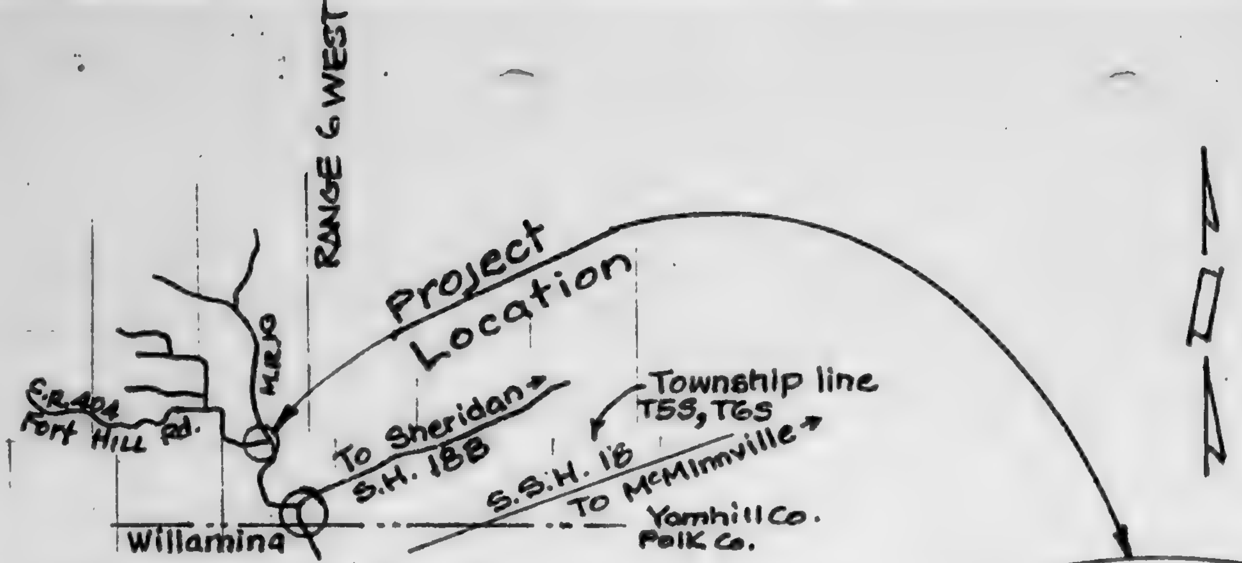
6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None.

Name of Preparer and Phone Number: Michael K. Shultz (378-2626)

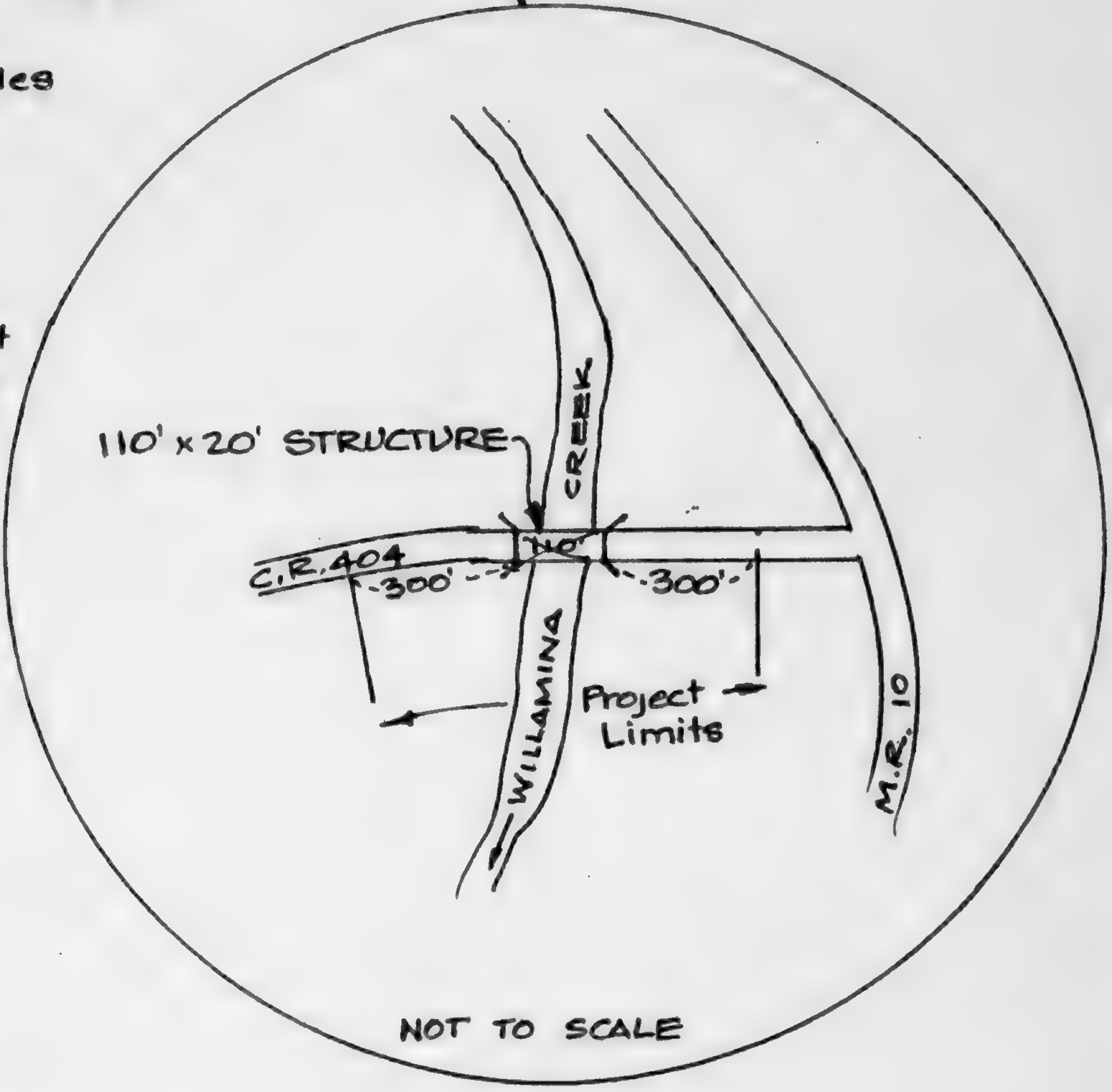
(Attach Project Location Map)

(3-25-82)

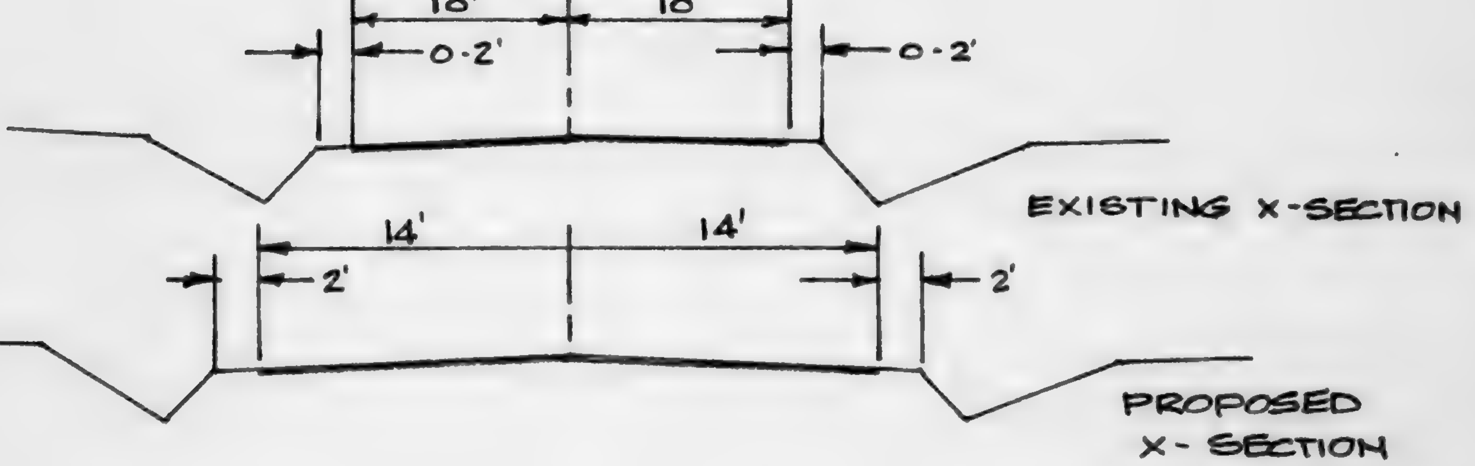

RANGE 6 WEST
Project Location
C.R.404
Fort Hill Rd.
M.R.10
To Sheridan→
S.H. 18B
Township line
T5S, T6S
S.S.H. 18
To McMinnville→
Yamhill Co.
Polk Co.
Willamina

LOCATION SKETCH
Scale: 1" = 2 miles

Proposed
Fort Hill Rd. (C.R.404) - Brick Plant
Bridge (№ 11755F) Section
Yamhill County June 10, 1982


110' x 20' STRUCTURE
CREEK
110'
C.R.404
300'
300'
WILLAMINA
Project Limits
M.R. 10

NOT TO SCALE


10'
10'
0.2'
0.2'
EXISTING X-SECTION
14'
14'
2'
2'
PROPOSED X-SECTION

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: July 19, 1982

FROM: Don Thurston
Region Location Supervisor

Don Thurston

SUBJECT: Willamina Creek (Fort Hill Rd) Br.
~~Brick Plant Bridge~~ Section
Fort Hill Rd (Co) FAS A-563
Yamhill County

Attached for approval and forwarding is Draft Prospectus, Prospectus Map and Authority for Survey for the subject project.

The typical sections for roadway and structure widths will require exceptions. Some of the considerations for exceptions are:

a) The length of the structure necessary would make the cost excessive.
b) The roadway serves few collectors.
c) The roadway has minimum truck traffic.
d) Urban type growth is not anticipated because the area served is primarily farmland.

The anticipated costs of Region Functions are:

Project Manager	(901)	$ 16,000
Region Geology	(910)	750
R/W Liaison	(913)	750
Region Utility Liaison	(914)	400
Structural Foundations	(926)	3,500
Region Traffic	(936)	200
Region Environmental	(938)	300

DT:sr
Attach.

cc: File

Contains
Recycled
Materials
81-125-1387

Form 81-734-3039

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Willamina Creek (Fort Hill Rd) Br. ~~Brick Plant Bridge~~

Highway Fort Hill Rd (Co) FAS-A563

County Yamhill

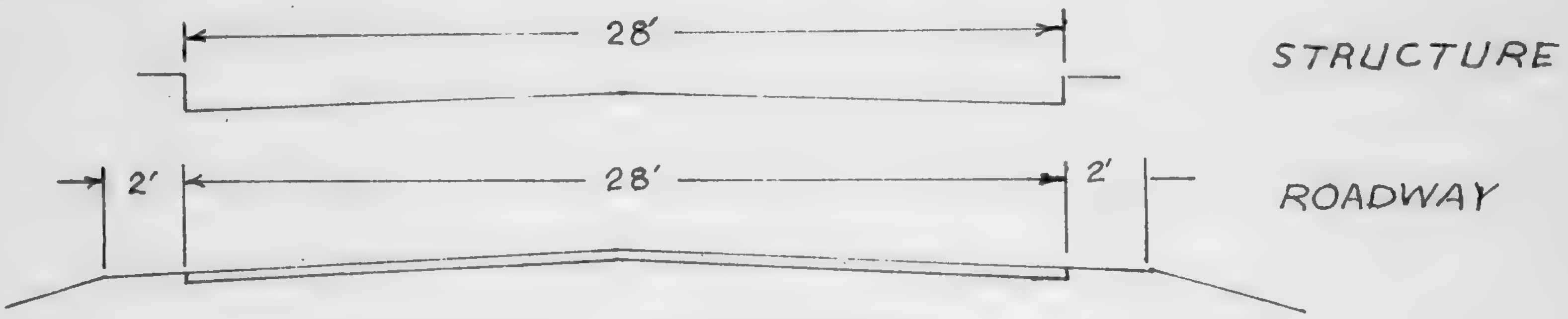
Date July 19, 1982

Authorization No. 1

Survey Prefix .... (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly end of the survey is MP 0.4 on Co. Rd. No. 404 (A-563). The easterly end of the survey is the intersection of Co. Rd. 404 and Market Rd. No. 10. The route generally follows the existing roadway. Length of survey is 0.4 miles.



TYPICAL SECTIONS

Purpose of survey:

To prepare plans, specifications and cost estimate for a bridge construction project.

Estimate of cost:

Total estimated cost of survey	$
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by:

Don Thurston

Field Engineer

Recommended for Approval:

Phillip D. S for

Regional Engineer

Recommended for Approval:

Location Engineer

Approved:

Assistant State Highway Engineer

SP*19760-734

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE July 19, 1982
PREFIX

1 - IDENTIFICATION

PROJECT NAME ~~Brick Plant Bridge Section~~ Willamina Creek (Fort Hill Rd) Br.

HIGHWAY NAME Fort Hill Road

HIGHWAY NUMBER FAS-A-563

REGION 2	ADMINISTRATIVE DISTRICT 3	COUNTY Yamhill	CITY

LENGTH 0.4 mi.
MILEPOST NUMBER 0.0 TO 0.4
☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO
IF YES, UNIT OF GOVERNMENT Yamhill County

TYPE OF FUNDS
☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION
☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK
☒ GRADING ☒ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Replace the existing bridge. Work includes constructing a new bridge and approaches and removing the existing bridge. It is anticipated that the new structure can be constructed upstream of the existing bridge which will cause minimum disruption of traffic.

Existing structure has a 20 ton load limit.

Legalization of R/A for current roadway will be required.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 670 ADT

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 40	DESIGN STANDARDS AASHTO*	TRAFFIC ANALYSIS ☐ LIGHT ☐ MEDIUM ☐ HEAVY

*With exceptions for roadway and structure widths.
Considerations: Length of structure, limited truck traffic and road system which serves an area in which urban type growth is not anticipated.

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2(10)	2(12)
SHOULDERS	Var. 0-2 gravel	2(2') paved + 2(2') gravel
MEDIANS	None	None
[illegible]	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Bikes may use paved shoulders
INTERCHANGES	None	None
OTHER:		Structure width proposed 28'

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☐	☒	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☐	☒
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☒	☐	☐	Drainage District	☐	☒	☐
River ________	☐	☒	☐	Div. of State Lands	☐	☐	☐
Stream Willamina Creek	☒	☐	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☐
Right of Way	☒	☐	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☒	☐	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YE	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☒	☐	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☐	☒
Material Source commercial	☒	☐	☐
Utilities	☒	☐	☐

Type Aerial Power/Tele - Buried Tele which has conduit on bridge

	YES	NO	MAYBE
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	( )	
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

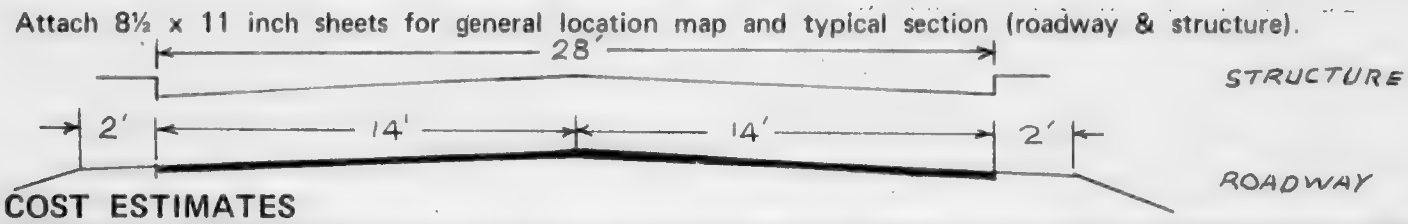
RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" AC	4"	
Aggregate Base	12"	

7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).



8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	21,900	
RIGHT OF WAY	10,000	
TRAFFIC CONTROL	5,000	
ILLUMINATION		
STRUCTURES	190,000	
RAILROAD		
ROADWAY	30,000	
OTHER Remove old structure	6,000	
ENGINEERING & CONTINGENCIES	80,400	
PROJECT TOTAL	343,300	

SUBMITTED BY

BRIDGE INSPECTION REPORT

BRIDGE NO. 11755F

OREGON STATE HIGHWAY DIVISION

BRIDGE TYPE 702 MAIN-302 APP NAME HWY. NO. 404 MILE POST
CROSSING (OVER, ~~UNDER)~~ WILLAMETTE R COUNTY 071 INSPECTORS'
DISTRICT YEAR BUILT 1960 PHOTOS DATE 3-16-82 SIGNATURES

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. Abutments — Wings	7	
Backwall	7	
Footing	/	
Piles	7	
Erosion	8	
Settlement	8	
2 Piers or Bents — Caps	7	
Column	/	
Footing	/	
Piles	3	
Scour	8	
Settlement	8	
3. Pile Bents	7	
4. Concrete Cracking or Spalling	/	
5. ~~Steel Corrosion~~ BRACING	3	
6. Timber Decay, etc.	3	
7 Debris on Seats	7	
8 Paint	/	
9. Collision Damage	7	
INSPECTOR'S CONDITION RATING (60)	3	

CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	8
2. Embankment Erosion	8
3 Drift	8
4. Vegetation	8
5. Channel Change	8
6 Fender System	8
7. Spur Dikes & Jetties	/
8 Riprap	/
9 Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	8

SUPERSTRUCTURE (59)	Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. Bearing Devices	/	
2. Stringers	5	
3 Girder or Beams	8	
4 Floor Beams	/	
5. Trusses — General	/	
Portals	/	
Bracing	/	
6. Paint	/	
7. Machinery (Movable Spans)	/	
8 Rivets or Bolts	/	
9. Welds — Cracks	/	
10 Rust	/	
11. Timber Decay	5	
12. Concrete Cracking	8	
13. Collision Damage	7	
14. Deflection under Load	5	
15. Alignment of Members	3	
16. Vibrations under Load	5	
INSPECTOR'S CONDITION RATING (59)	3	

CULVERTS & RETAIN. WALLS (62)	
1. Barrel	
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	

DECK (58)	Condition Rating
1. Wearing Surface	4
2 Deck Structural Condition	4
3. Curbs	4
4 Median	/
5. ~~Sidewalks~~ FELLOE GUARD	3
6. Parapet	/
7 Railing	4
8 Paint	/
9. Drains	/
10. Lighting Standards	/
11. Utilities	/
12 Joint Leakage	/
13. Expansion Joints or Devices	/
14 Record Elevations:	/
Gutterline @ ℄ Bearings	/
@ ℄ Spans	/
INSPECTOR'S CONDITION RATING (58)	4

APPROACH ALIGNMENT (65)	
1. Alignment	7
2 Approach Slab	/
3 Relief Joints	/
4. Approach — Guardrail	6
Pavement	7
Embankment	7
INSPECTOR'S CONDITION RATING (65)	7

SIGNING	
1. Posted Loading	5
2. Legibility	8
3. Visibility	8
INSPECTOR'S CONDITION RATING	8

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above

58-5 FELLOE GUARDS 3-ROT
58-7 GUARDPOST 4-ROT
59-11 DECKING-4X12 UNTREATED 5-ROT
60-2 PILE SETTLEMENT BENT # 9 - RATED 3 (8" SETTLEMENT ON DOWNSTREAM END OF PILE BENT.)
60-6 X BRACING ON PILE BENTS 8-9 BROKEN, NEED REPLACING - 3.
65- POSTED 3-4-82 - 20 TON WEIGHT LIMIT.

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

1985 Dist. 2C Paving Proj. on 9976
Clackamas & Woodburn-Estacada Hwys. in
four separate work areas.

9976 ✓

April 8, 1986

CON 5 - #9976

The Federal Insurance Company
Bonding Department
720 Olive Way
Seattle, WA 98101

Contract No. 9976 awarded to North Santiam Paving Co. for work on the District 2C Paving Project on the Clackamas and Woodburn-Estacada Highways in Clackamas County was completed on January 13, 1986, and accepted by the State Highway Division on March 25, 1986.

Final payment in the amount of $5,000.00 will be released to the contractor after April 14, 1986. The total contract amount is $461,067.34 including $1,444.85 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: North Santiam Paving Co.
41203 Kingston-Lyons Drive
Stayton, OR 97383

Jack C. Darley
Davis-Darley Insurance
P.O. Box 596
Stayton, OR 97383

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9976

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#9976

TO: Robert Gormsen
Manager, Commission Services

DATE: March 25, 1986

FROM: Werner E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9976, On Site Work Substantially Completed 7-23-86

All Work Completed 1-13-86

Project District 2C Paving Project

Highway Clackamas & Woodburn-Estacada

County Clackamas

Type of Work Paving

Contractor North Santiam Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-8-86 - Surety letter written.

noted
[illegible]

[illegible] APR 18

81-125-1307

RECEIVED
MAR 27 1986
COMM[illegible]SIO[illegible] [illegible]
DEPARTMENT OF [illegible]

025 9976 11

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: District 2C Paving

WEEK ENDING: January 11, 1986

SECTION PREFIX: C09976

HIGHWAY: Clackamas & Woodburn Estacada

COUNTY: Clackamas

NAME OF JOB: District 2C Paving

KIND OF WORK: Paving

CONTRACTOR: North Santiam Paving Company

CONTRACT NUMBER: C09976

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 19, 1985

DATE WORK STARTED: July 8, 1985

ESTIMATED COMPLETION DATE: July 31, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 508,939.04

SPECIFIED COMPLETION DATE: July 31, 1985

PERCENT OF TIME ELAPSED: 100

EXCLUSIVE OF ENGINEERING: $ 508,939.04

ENGINEERING AUTHORIZATION: $ 43,832.07

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 471,567.34

ENGINEERING COST TO DATE: $ 13,070.35

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 %

PERCENT OF AUTHORIZATION 30 %

DATE PROJECT WAS COMPLETED: July 23, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					14,500 tons
TOTAL QUANTITIES CORRECTED TO DATE					14,518 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					14,518 tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job substantially completed July 23, 1985.

Semi-final submitted November 8, 1985.

Third Notification to be sent JAN. 13, 1986.
This is final weekly report.

SIGNED ______ LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

11-14-85 N

Pat-

This response handled by telephone. Region 1 was contacted and paperwork is due in this office today. Boehler was so advised, and my staff has been told to get on this project as soon as the information reaches us. I discussed the problems we have with this process and how we're trying to speed it up. He was very understanding, but hopes we can, in fact, shorten the time span on future jobs.

Chuck-

RECEIVED
STATE HWY ENGR
NOV 15 '85
REFER TO
Kulien
FOR

Info	Thues	R/D	D/R	Sign	Act	File
✓						

"Imagineering a better world"

ESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S W Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

November 1, 1985

North Santiam Paving
P.O. Box 516
Stayton, OR 97383

RE: Service Charges $704.63

Dear Ron:

Please accept this letter as an invoice for service charges due on materials purchased for the Clackamas, Woodburn and Estacada Highways. A July balance of $23,487.67 was due on the last day of August. We are billing for the months of September and October at the rate of 1.5% per month. This calculates out to $704.63. ($23,487.67 x .03).

Your prompt remittance of this is appreciated.

Best Regards,

Western Pacific Construction Materials, Co.
(a division of Riedel Internatiional, Inc.)

Mark D Connelly

Mark D. Connelly
Credit Manager
MDC/tm

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES CO.
ROVOR DRILLING CO
WILLAMETTE-WESTERN CO
WILLAMETTE TUG & BARGE CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO
WESTERN-PACIFIC DREDGING CO
WESTERN PACIFIC DRILLING CO
WESTERN-PACIFIC ERECTORS
WESTERN PACIFIC PILE DRIVING CO
WESTERN-PACIFIC PAVING & CONSTRUCTION CO
WESTERN TUG & BARGE CORP
WORLD SECURITY SERVICES CO

10-31-85
11:30 a.m.

Spoke with Jim McNamee of O.S.H.D. reference Clackamas Division 2 paving. He said the only "batch" that was out of spec was July 11th of 1,035 ton. He said since it was less than 15% of total (14,515.47 ton) there would be no penalty and they are now in the process of completing paper work for "semi-final". He said that should be in to Salem for payment by the 7th of November (check will probably be received end of Nov. - retainage, all but nominal amount)

lee b

LB

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
3700 SE. 92nd AVENUE, PORTLAND, OR 97266-1997

NSP Co.
File Copy

In Reply Refer to:
File No.:

September 30, 1985

North Santiam Paving Company
41203 Kingston-Lyons Drive
Stayton, OR 97383

Subject: Final Inspection
District 2 C Paving
Clackamas & Woodburn - Estacada Hwys.
Clackamas County
Contract: 9976

Attn: Mr. Ralph F. Bochsler

This is to acknowledge receipt of your recent letter requesting final inspection on the above subject project. Section 105.18 of the Standard Specifications for Highway Construction state in part that all contract and extra work shall be completed prior to the final inspection. Please refer to my letter dated September 25, 1985 directing you to correct slick spots in the pavement between mile point 21.4 and mile point 26 on the Woodburn — Estacada Highway. Prerequisite to satisfactory final completion of the project the slick spot repair and receiving extra work bills will be required.

Very truly yours,

James W. McNamee
Project Manager

xc: Metro Region w/attachment

JWM/slb/082

734-1963

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
3700 SE. 92nd AVENUE, PORTLAND, OR 97266-1997

September 25, 1985

In Reply Refer to:
File No.:

NSP Co.
Rcvd
9/30/85

North Santiam Paving Company
41203 Kingston-Lyons Drive
Stayton, OR 97383

Attn: Mr. Ralph F. Bochsler

Subject: District 2 C Paving
Clackamas & Woodburn - Estacada Hwys.
Clackamas County
Contract: 9976

This is to acknowledge receipt of your recent letter regarding the above subject project.

We have reconsidered the slick spots in the pavement between Mile Point 21.4 and Mile Point 26 of the Woodburn-Estacada Highway and have decided to reimburse you for the slick spot repair by Extra Work Order No. 1.

The proposed plan of attack will be to heat the excess asphalt with a butane burner, immediately placing #10-0 aggregate in the hot asphalt, and compacting with a plate vibrator in hopes to blot the excess asphalt on the surface of the pavement.

Per our telephone conversation this date, the work will require seven people. These seven people will be:

Truck driver
Burner operator
Aggregate Spreader
Compaction man
Two Flaggers
Forman - to move signs and oversee the project

We would like to begin this repair work as soon as possible.

Very truly yours,

James W. McNamee
Project Manager

xc: Metro Region w/attachment

734-1963

JWM/pas/077

N

090

HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) District 2C Paving		CONTRACT NO. C09976
HIGHWAY Clackamas & Woodburn Estacada	COUNTY Clackamas	PREFIX C09976
CONTRACTOR'S NAME AND ADDRESS North Santiam Paving Company 41203 Kingston-Lyons Drive Stayton, OR 97383		F.A. PROJECT NO. State
		DATE PREPARED September 24, 1985
		EXTRA WORK ORDER NO 1

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION AND LOCATION OF WORK COVERED BY THIS ORDER —

Repair slicks in the pavement between MP 21.4 to MP 26.0

RECEIVED
OCT 15 1985
NORTH SANTIAM
PAVING COMPANY

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Labor, Materials & Equipment	$13,000.00

SPECIFICATIONS AND OTHER PROVISIONS —

As directed by Project Manager

SUBMITTED BY PROJECT MANAGER	DATE 9/24/85	[redacted] APPROVED BY REGION	DATE 9-30-85
APPROVAL RECOMMENDED BY LOCAL AGENCY	DATE	NOTED OR APPROVED BY CONSTRUCTION	DATE OCT 2 -

INSTRUCTIONS — THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

736

734-3208 (REV. 2-83)

NSP

North Santiam Paving Co.

September 20, 1985

Jim McNamee
Oregon State Highway Division
3700 SE 92nd
Portland, Oregon 97266

RE: Clackamas County Division 2C, A.C. Overlay

Jim:

Responding to your letter of September 6, 1985 the following comments are made.

We were informed of four (4) small areas which are showing signs of pavement erosion between M.P. 45.83, Cripple Cr. Bridge to M.P. 46, and also the couple found near Carver. Small piles of A.C. at M.P. 37 and between M.P. 24.8 to 26.5 were also noted in the letter.

The small holes are surface tears only and apparently were caused by truck traffic running over AR4000 tack coat while dumping into paver and from there, driving up on new pavement. The tack oil stuck to the tires and evidently caused the few surface tears you wrote about.

North Santiam Paving Company assumes responsibility for these and will make corrective repairs.

You also request repair of "slicks" in the finished pavement surface between M.P. 21.4 and M.P. 26. Considerable discussion was made at the preconstruction conference regarding the high oil content of the mix design, along with the .08 tack shot requested by the State Highway Division.

Ron Bochsler, Construction Manager, and myself notified Dale Deatherage, Inspector, of the mix being to rich and .08 shot of AR4000 was to heavy, causing "bleeding" problems. We requested a change and when this was made (July 10th), it corrected the problem.

It is our position the repair and costs of any repair of these "slicks" is not the responsibility of North Santiam Paving Company.

We request the State to determine the means of repair and North Santiam Paving Company will conduct the work on a Force Account basis.

Sincerely

Ralph F. Bochsler
President

encl. : WestPac letter of 9/18/85 ; conference minutes of 6/27/85 and change request of 6/26/85.

RFB/ldb

41203 Kingston-Lyons Drive • P O Box 516 • Stayton, Oregon 97383 • (503) 769-3436
PAVING • ROAD CONSTRUCTION • GRADING • TRUCKING • ROCKING

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
3700 SE. 92nd AVENUE, PORTLAND, OR 97266-1997

238-8307

In Reply Refer to:
File No.:

September 6, 1985

North Santiam Paving Company
41203 Kingston-Lyons Drive
Stayton, OR 97383

Attn: Lee Bensing

Subject: District 2 C Paving
Clackamas & Woodburn - Estacada Hwys.
Clackamas County
Contract: 9976

This is to acknowledge receipt of your letter requesting acceptance of the above subject project.

We have inspected the project and have the following corrective work for you to do prior to final acceptance of the job.

During the first couple of days of paving between M.P. 21.4 and M.P. 26, several slicks in the pavement occurred. These slicks are not acceptable to the State and we are requesting you to correct these difficiencies at your expense.

Other areas that we found defects in the pavement were, one mile section near Carver where small holes were found in the pavement and there were 4 areas that showed small areas of pavement erosion between M.P. 45.83, Cripple Creek Bridge, to M.P. 46.

We also detected several small A.C. piles at M.P. 37 and on both sides of the road from M.P. 24.8 to M.P. 26.5.

Also enclosed for your use is form Public Works Contractor Wage Certification. Please complete this form and return for further handling. It is necessary that this form be filled out for certification period ending before July 19, 1985 and one for period ending after work was completed (marked final).

Please inform this office, 3 days in advance, of your proposed corrective work schedule.

Very truly yours,

James W. McNamee
Project Manager

attachment

xc: Metro Region

JWM/pas/040

1985 Lost R.(Gale Road) Br, Sec, 9977
FAS B-321 (Gale Road) E. Klamath Falls
(gr, pav, and str.)

C+A 8306 12-13-84

1977

HIGHWAY DIVISION

HIGHWA DIVISION INVOICE

AG	CURRENT DOCUMENT NUMBER
0	**144445**

YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 5349	12/05/86	000018125700

Klamath County
334 Main Street
Klamath Falls, OR 97601

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09977-011	L02	8027			844010	10	$1,419.06

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

FOLD

FOLD

DESCRIPTION:

Final settlement on BRS-321 (1) & (2), Lost River Gale Road Bridge, Agreement #8306.

DESCRIPTION	TOTAL PRICE
Total Non Participating Project Cost	$ 2,167.43
Total Participating Cost	233,258.14
Less: FHWA Participation	(186,606.51)
Less: Klamath County Advance Deposit	(47,400.00)
TOTAL AMOUNT DUE	$ 1,419.06

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 11 1986
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

TOTAL AMOUNT DUE $ 1,419.06

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Michael Shultz 378-6514 or Diane Galida PH. 378-5035
(INVOICE PREPARER)

734-1150 (3-86)

9977

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: November 14, 1986

COUNTY: Klamath AGREEMENT NO: 8306 PROJECT NO: BRS-321(1, 2)

CONTRACT NO: 9977 SECTION: Lost River (Gale Road) Bridge

PRELIMINARY ENGINEERING PREFIX C518-1994

	Participating	Non Participating
Project Manager	$ 7,387.94	
Final Design	2,606.89	
Region Geology	29.35	
Location	86.31	
Program Section	143.96	
Administrative Services	101.05	
Environmental	42.38	
Structural Foundation	4,769.91	
Free Bridge Design	3,206.68	
Free Spec's.	1,401.12	
R/W & Utility Eng.	23.73	
Surfacing Design	123.00	
Hydraulics	1,450.53	
TOTAL P.E. COST	$ 21,372.85	$ -0-
Less Free Bridge Design & Specs.	(4,607.80)	
P.E. Cost Chargeable to County	$ 16,765.05	

CONSTRUCTION PREFIX C518-1019 & C09977

	Participating	Non Participating
Payment to Contractor	$188,254.86	$ 178.38
Interest on Contract Payment		203.44
Field Engineering	20,750.52	1,743.60
Program Section	46.85	
Materials Testing Lab	5,709.64	42.00
Technical Service Branch	874.23	
Construction Branch	29.94	
Region Engineer's Office	414.33	
Accounting	412.72	
TOTAL CONSTRUCTION COST	$216,493.09	$ 2,167.42

SUMMARY

Total Participating P.E. Cost	$ 16,765.05
Total Participating Const. Cost	216,493.09
Total Participating Cost	$233,258.14

FEDERAL FUNDS

P.E. (80%)	$ 13,412.04	
Const. (80%)	173,194.47	$(186,606.51)
Subtotal		46,651.63
Plus Non Participating County Cost		2,167.43
Less County's Advance Deposits		
P.E. AD #84-137	$ 4,300	
Const. 65% AD #85-17	30,100	
Bal. Const. AD #85-23	13,000	(47,400.00)
BALANCE DUE FROM COUNTY		$ 1,419.06

MKS:me

```
 11/08/86                                                        JOB COST SUMMARY
 9977                                         EA SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUME
                                                          PAYROLL CHARGES ARE LOADED

                                                            CREW       MSA          CU
       EA        SUBJOB    ACTIVITY    OBJ-DETAIL          NUMBER     FIELD         N

     C09977       000                     134               8033
     C09977       000                     134               8033

     C09977       000                     134

     C09977       000                     551               8214
     C09977       000                     551               8214

     C09977       000                     551

     C09977       000                     555               0521
     C09977       000                     555               0521

     C09977       000                     555

     C09977       000

     C09977       000        010          001               0813
     C09977       000        010          001               0813

     C09977       000        010          001               0821
     C09977       000        010          001               0821

     C09977       000        010          001

     C09977       000        010

     C09977       000        900          001               4061
     C09977       000        900          001               4061

     C09977       000        900          001               8033
     C09977       000        900          001               8033

     C09977       000        900          001

     C09977       000        900          030               8033
     C09977       000        900          030               8033

     C09977       000        900          030

     C09977       000        900          130               8033
     C09977       000        900          130               8033

     C09977       000        900          130

     C09977       000        900          134               8033
     C09977       000        900          134               8033

     C09977       000        900          134
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JOB COST SUMMARY
BJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
8033		.00	55.80
8033		.00	55.80
		.00	55.80
8214		.00	47.00
8214		.00	47.00
		.00	47.00
0521		.00	2.64
0521		.00	2.64
		.00	2.64
		.00	105.44
0813		.00	159.95
0813		.00	159.95
0821		.00	167.25
0821		.00	167.25
		.00	327.20
		.00	327.20
4061		.00	405.30
4061		.00	405.30
8033		.00	1,857.00
8033		.00	1,857.00
		.00	2,262.30
8033		.00	157.89
8033		.00	157.89
		.00	157.89
8033		.00	165.41
8033		.00	165.41
		.00	165.41
8033		.00	116.48
8033		.00	116.48
		.00	116.48

11/08/86

JOB COST SUMMARY
EA UBJOB/ACTIVITY/OBJ-DETAIL CREW-NU
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C09977	000	900	470	8033	
C09977	000	900	470	8033	
C09977	000	900	470		
C09977	000	900	548	4061	
C09977	000	900	548	4061	
C09977	000	900	548		
C09977	000	900	550	4061	
C09977	000	900	550	4061	
C09977	000	900	550	8033	
C09977	000	900	550	8033	
C09977	000	900	550		
C09977	000	900			
C09977	000	901	001	7363	
C09977	000	901	001	7363	
C09977	000	901	001		
C09977	000	901	504	7300	
C09977	000	901	504	7300	
C09977	000	901	504		
C09977	000	901			
C09977	000	940	001	8221	
C09977	000	940	001	8221	
C09977	000	940	001		
C09977	000	940	551	0825	
C09977	000	940	551	0825	
C09977	000	940	551	1094	
C09977	000	940	551	1094	
C09977	000	940	551	8027	
C09977	000	940	551	8027	
C09977	000	940	551	8033	
C09977	000	940	551	8033	

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	8033		.00	87.76
	8033		.00	87.76
			.00	87.76
	4061		.00	22.00
	4061		.00	22.00
			.00	22.00
	4061		.00	28.00
	4061		.00	28.00
	8033		.00	306.50
	8033		.00	306.50
			.00	334.50
			.00	3,146.34
	7363		.00	81.90
	7363		.00	81.90
			.00	81.90
	7300		.00	9.80
	7300		.00	9.80
			.00	9.80
			.00	91.70
	8221		.00	228.19
	8221		.00	228.19
			.00	228.19
	0825		.00	50.00
	0825		.00	50.00
	1094		.00	73.00
	1094		.00	73.00
	8027		.00	473.80
	8027		.00	473.80
	8033		.00	287.00
	8033		.00	287.00

3670.68
.30
3670.38

11/08/86

JOB COST SUMMARY
EA[illegible]UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMB
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CU M
C09977	000	940	551	8214		
C09977	000	940	551	8214		
C09977	000	940	551			
C09977	000	940				
C09977	000					
C09977	001		306	8027		
C09977	001		306	8027		
C09977	001		Am 306			
C09977	Non 001		349	8027		
C09977	001		349	8027		
C09977	001		349			
C09977	001					
C09977	001					
C09977	010		199	8027		
C09977	010		199	8027		
C09977	010		199			
C09977	010		300	8027		
C09977	010		300	8027		
C09977	010		300			
C09977	010		306	0521		
C09977	010		306	0521		
C09977	Non 010		Am 306			
C09977	010					
C09977	010	900	598	0521		
C09977	010	900	598	0521		
C09977	010	900	598			
C09977	010	900				
C09977	010					

JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE	
	8214		.00	419.00	
	8214		.00	419.00	
			.00	1,302.80	materials 1530.99 16.00 1 546.99
			.00	1,530.99	✓
			.00	5,201.67	
	8027		.00	40.00-	
	8027		.00	40.00-	
			.00	40.00-	[illegible] Non Part
	8027		.00	203.44	
	8027		.00	203.44	
			.00	203.44	
			.00	~~163.44~~	
			.00	~~163.44~~	
	8027		.00	.19	
	8027		.00	.19	
			.00	.19	
	8027		.00	178.38	
	8027		.00	178.38	Non Partic
			.00	178.38	
	0521		.00	40.00-	
	0521		.00	40.00-	
			.00	40.00-	
			.00	~~138.57~~	
	0521		.00	1,743.41	
	0521		.00	1,743.41	
			.00	1,743.41	
			.00	1,743.41	
			.00	1,881.98	

```
11/08/86                                                        JOB COST SUMMARY
                                                       EA  UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUM
                                                              PAYROLL CHARGES ARE LOADED

                                                                  CREW       MSA         C
            EA          SUBJOB    ACTIVITY    OBJ-DETAIL         NUMBER     FIELD

          C09977         011                     199              8027
          C09977         011                     199              8027

          C09977         011                     199

          C09977         011                     300              8027
          C09977         011                     300              8027

          C09977         011                     300

          C09977         011

          C09977         011        900          598              0521
          C09977         011        900          598              0521

          C09977         011        900          598

          C09977         011        900

          C09977         011        940          551              8214
          C09977         011        940          551              8214

          C09977         011        940          551

          C09977         011        940

          C09977         011

          C09977
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        JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
   PAYROLL CHARGES ARE LOADED

      CREW        MSA          CURRENT                CURRENT
TAIL  NUMBER      FIELD        MONTH                  BALANCE

      8027                               .00                .30-
      8027                               .00                .30-

                                         .00                .30-

      8027                               .00           97,748.85
      8027                               .00           97,748.85

                                         .00           97,748.85

                                         .00           97,748.55

      0521                               .00            1,743.41-
      0521                               .00            1,743.41-

                                         .00            1,743.41-     .19

                                         .00            1,743.41-     1,765.41

      8214                                .00              16.00      1,785.60
      8214                                .00              16.00

                                          .00              16.00

                                          .00              16.00      materials

                                          .00           96,021.14

                                          .00          103,268.23
```

9977

10-29-86

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BRS -A745-002									
F02888									
C09896 -000	6,422.17	2,176.29	8,048.05						
C09896 -010	1,703.58-	.00	.00						
C09896 -011	156,110.40	127,849.77	154,484.52						
AGREEMENT TOTALS	160,828.99	130,026.06	162,532.57	80.00	136,400.00	130,026.06	.00		.00
FED PROJ TOTALS	160,828.99	130,026.06	162,532.57		136,400.00	130,026.06	.00		.00
FEDERAL PROJECT: BRS -B321-001									
F02987									
C5181994-011	21,372.85	17,098.28	21,372.85						
AGREEMENT TOTALS	21,372.85	17,098.28	21,372.85	80.00	17,098.28	17,098.28	.00		.00
FED PROJ TOTALS	21,372.85	17,098.28	21,372.85		17,098.28	17,098.28	.00		.00
FEDERAL PROJECT: BRS -B321-002									
F02983									
C09977 -000	5,201.67	824.14	5,201.67						
C09977 -001	163.44	.00	.00						
C09977 -010	1,923.98	.00	.00						
C09977 -011	211,291.42	172,370.33	211,291.42						
AGREEMENT TOTALS	218,580.51	173,194.47	216,493.09	80.00	173,194.47	173,194.47	.00		.00
FED PROJ TOTALS	218,580.51	173,194.47	216,493.09		173,194.47	173,194.47	.00		.00
FEDERAL PROJECT: BRS -B326-001									
F02990									
C5191929-010	1,423.32	.00	.00						
C5191929-011	14,452.89	11,562.31	14,452.89						
AGREEMENT TOTALS	15,876.21	11,562.31	14,452.89	80.00	11,562.31	11,562.31	.00		.00
FED PROJ TOTALS	15,876.21	11,562.31	14,452.89		11,562.31	11,562.31	.00		.00
FEDERAL PROJECT: BRS -B326-002									
F02989									

.9777

ORIGINAL

9-17-86

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, Oregon 97310

STATE Oregon

FEDERAL AID PROJECT NO. BRS-B321(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 2/20/85 To: 3/21/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$218,660.51	$216,493.09	80%	$173,194.47	$173,194.47	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ________________ 9/17/86

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $ ________________

Amount Approved $ ________________

SIGN ORIGINAL COPY

____
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	LOST RIVER (GALE ROAD) BRIDGE SECTION **COUNTY ROAD** **KLAMATH COUNTY**					
	Construction **Type Code X080** **Bridge**					
	Final Contract Payment Summary	Lump Sum			$ 9,736.25	
	Roadwork					
	Final Contract Payment Summary	Lump Sum			35,884.00	
	Structure					
	Final Contract Payment Summary	Lump Sum			142,634.61	
	TOTAL PARTICIPATING CONSTRUCTION COST				**$ 188,254.86**	
	Construction Engineering					
	State	All Required			$ 28,238.23	
	TOTAL PARTICIPATING PROJECT COST				**$ 216,493.09**	
	Non-Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 178.38	✓
	Interest on Final Payments	All Required			203.44	✓
	Construction Engineering	All Required			1,785.60	✓
	TOTAL NON-PARTICIPATING PROJECT COST				**$ 2,167.42**	
	TOTAL PROJECT COST				**$ 218,660.51**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/02/86.					
	AMOUNT CARRIED FORWARD					

1777

jc cc: OSHD (Rulien)

9977 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Klamath	DIVISION Oregon
DATE OF REPORT MAR 12 '86	REPORT MADE BY 3-12-86 C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS-321(2)
COMPLETION DATE (Actual) June 15, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY November 6, 1985	TIME ELAPSED 100 %	CONTRACT TIME June 15, 1985

LOCATION Lost River (Gale Road) Bridge Section of FAS B-321 (Gale Road) approximately 34 miles east of Klamath Falls

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
MAR 24 '86
REFER TO Fredrickson
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Cg 3/24

1. Description of Improvement as Programed:
   - A. Removal of the existing bridge over Lost River.
   - B. Construction of Bridge No. 15444A over Lost River. Length: 130 feet. Width: 32 feet.
   - C. Construction of aggregate base and asphalt concrete pavement.
   - D. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Holst Construction Co.
3. Contract Amount: $188,433.24
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

NOTED
W. E. SCHWARTZ

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By D. B. Carter Area Engr.		SIGNATURE Original Signed By [illegible] K. HOSSNE Field Operations Engineer	
TITLE Area Engineer	DATE [illegible] 21 1986	TITLE Field Operations Engineer	DATE 1986

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

.9977

~

November 21, 1985

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

CON 5
#9977

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9977 awarded to Holst Construction Co. for work on Lost River Bridge on Gale Road in Klamath County.

Final payment on this contract is $2,905.21 and the total contract amount is $188,433.24. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Holst Construction Co.
P.O. Box 1049
Oakridge, OR 97463

bc: C. O. Fredrickson
Walt Hart
Dale Allen

FKN:arc

NOTED ON CARD
11-21-85ac

9977

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 6, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9977, On Site Work Substantially Completed June 15, 1985
All Work Completed	July 8, 1985
Project	Lost River (Gale Road) Bridge
Highway	FAS B-321 (Gale Road)
County	Klamath
Type of Work	Grading, structure & paving
Contractor	Holst Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9777

51-8 - 1994

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon	FEDERAL AID PROJECT NO. BRS-B321(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 11/27/84 To: 2/19/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$21,372.85	$21,372.85	80%	$17,098.28	17,098.28	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller 7/24/85
Authorized Officer *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	LOST RIVER (GALE ROAD) BRIDGE **KLAMATH COUNTY ROAD**					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$21,372.85	
	Total Participating Project Cost				21,372.85	
	Prepared based on the Participating Cost as shown on the Federal Billing as of 6/27/85.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1117

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	518	1986	906	00 P	1		5.89CR	1,403.84	1,405.34	
	518	1986	907	00 P	1			4.50	4.50	
	518	1986	918	00 P	1				.90	
	518	1986	920	00 P	1				20.02	
	518	1986	926	00 P	1		412.24	23,336.66	35,522.99	
	518	1986	926	00 N	1				99.95	
	518	1986	927	00 P	1		749.53	17,167.26	18,672.80	
	518	1986	950	00 P	1		.52CR	115.84	115.84	
			TOT	P1			1,155.36	42,055.70	55,729.99	
			TOT	N1					99.95	
			** JOB TOTALS **				1,155.36 **	42,055.70 **	55,829.94 **	
LOST R (GALE RD) BR	CONT NO		* FA PROJ NOS BRS B321001 100							STATE
	518	1994	296	00 N	9		299.39CR	17,098.28CR	17,098.28CR	
	518	1994	298	00 N	9		299.39	17,098.28	17,098.28	
	518	1994	901	00 P	1	Project mana[illegible]	[illegible]CR	6,860.76	~~6,860.76~~	7 387.94
	518	1994	905	00 P	1	FINAL DESIGN		2,606.89	2,606.89	
	518	1994	910	00 P	1	Region Geology		29.35	29.35	
	518	1994	918	00 P	1	Location		86.31	86.31	
	518	1994	920	00 P	1	Program Section		143.96	143.96	
	518	1994	921	00 P	1		125.25CR	1,293.05	1,293.05	
	518	1994	922	00 P	1	ADMIN. SERVE	[illegible]CR	101.05	101.05	
	518	1994	923	00 P	1	ENVIRONMENTAL		42.38	42.38	
	518	1994	926	00 P	1	STRUCTURAL FOUNDATION	25.03CR	[illegible].91	4,769.91	
	518	1994	927	00 P	1	FREE BR		3,206.68	3,206.68	
	518	1994	929	00 P	1	FREE Spec's		108.07	108.07	
	518	1994	932	00 P	1	R/W Utilities ENG.	23.73CR	23.73	23.73	
	518	1994	933	00 P	1	SURFACING DESIGN ENG		123.00	123.00	
	518	1994	937	00 P	1	HYDRAULICS		1,450.53	1,450.53	
	518	1994	950	00 P	1			527.18	~~527.18~~ →	→ add to 901
			TOT	P1			882.17CR	21,372.85	21,372.85	
			** JOB TOTALS **				882.17CR**	21,372.85 **	21,372.85 **	
LINK RIVER BRIDGE #63001	CONT NO		FA PROJ NOS M 2346001 100							STATE
	518	1995	296	00 N	9		829.97CR	2,995.72CR	2,995.72CR	
	518	1995	298	00 N	9		829.97	2,995.72	2,995.72	
	518	1995	901	00 P	1		1,538.62	4,707.31	4,707.31	
	518	1995	901	00 N	1			130.08	130.08	
	518	1995	911	00 P	1		.25CR	54.50	54.50	
	518	1995	918	00 P	1			5.74	5.74	
	518	1995	933	00 P	1		.56CR	123.99	123.99	
	518	1995	935	00 P	1		.12CR	28.58	28.58	
			TOT	P1			1,537.69	4,920.12	4,920.12	
			TOT	N1				130.08	130.08	
			** JOB TOTALS **				1,537.69 **	5,050.20 **	5,050.20 **	
BEATTY SLOUGH BRIDGE #37C40	CONT NO		* FA PROJ NOS BRS B326001 100							STATE
	519	1929	296	00 N	9				14,062.31CR	

9977

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lost River (Gale Rd) Bridge

WEEK ENDING: July 13, 1985

SECTION PREFIX: 02-C09977

HIGHWAY: County Road (Gale RD)

COUNTY: Klamath

NAME OF JOB: Lost River (Gale Rd.) Bridge

KIND OF WORK: Grading, Paving and Structure

CONTRACTOR: Holst Construction

CONTRACT NUMBER: C09977

FEDERAL AID PROJECT NUMBER: BRS-321(2)

DATE OF CONTRACT: March 20, 1985

DATE WORK STARTED: April 17, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 219,444.59

SPECIFIED COMPLETION DATE: June 15, 1985

PERCENT OF TIME ELAPSED: 100

EXCLUSIVE OF ENGINEERING: $ 202,043.70

ENGINEERING AUTHORIZATION: $ 17,400.89

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 188,527.28

ENGINEERING COST TO DATE: $ 21,050.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: [redacted] UNDERRUN 7 %

PERCENT OF AUTHORIZATION: 121 %

DATE PROJECT WAS COMPLETED: June 15, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	275	960			292
TOTAL QUANTITIES CORRECTED TO DATE	136	719			323
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	136	719			323
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	15444							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7				
MONDAY 8				
TUESDAY 9				
WEDNESDAY 10				
THURSDAY 11				
FRIDAY 12				
SATURDAY 13				

CE E CAE ___ RECEIVED LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ JUL 16 1985 FE ___ CP ___
CA ___ PQC ___
CAM ___ CONSTRUCTION QCS ___
EEO ___ SECTION FILE ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7 SUNDAY	
8 MONDAY	
9 TUESDAY	
10 WEDNESDAY	
11 THURSDAY	
12 FRIDAY	
13 SATURDAY	

REMARKS

Dave Harmon, Bridge Section Salem, reveiwed bridge Tuesday, 7-9-85.
Semi-Final submitted to Region 7/10/85.

FINAL REPORT

SIGNED John H. [illegible] for LOCATION Klamath Falls
Richard J. Steyskal, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

6-85

9977

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
	518	1019	920	00	P	1	.22CR	46.85	46.85	85	85
	518	1019	921	00	P	1		5.60	~~5.60~~ [illegible]	85	85
	518	1019	940	00	P	1	630.41	844.41	844.41	85	85
	518	1019	941	00	P	1	817.31	3,260.56	3,260.56	85	85
	518	1019	941	00	N	1	42.00	42.00	4162.65 42.00 NON	85	85
	518	1019	942	00	P	1	.62	57.68	57.68	85	85
	518	1019	944	00	P	1	3.87CR	868.63	~~868.63~~ 874.23	85	85
	518	1019	945	00	P	1	.14CR	29.94	29.94	85	85
	518	1019	946	00	P	1	64.64	414.33	414.33	85	85
	518	1019	948	00	P	1	412.72	412.72	412.72	85	85
			TOT	P1			12,274.67	115,270.28	115,270.28		
			TOT	N1			42.00	42.00	42.00		
			** JOB TOTALS **				12,316.67 **	115,312.28 **	115,312.28 **		
BEATTY SLOUGH BRIDGE	CONT NO 9637		FA PROJ NOS BRS B326002 100							STATE	
	519	1061	201	00	P	1		700.00CR	141,232.52	83	84
	519	1061	203	00	P	1			2,850.00CR	83	83
	519	1061	204	00	P	1		500.00		83	84
	519	1061	296	00	N	9		.62CR	127,307.53CR	83	84
	519	1061	298	00	N	9		.62	127,307.53	83	84
	519	1061	900	00	P	1			13,089.46	83	84
	519	1061	900	04	P	1			38.75	83	83
	519	1061	900	07	P	1			4.00	83	83
	519	1061	920	00	P	1			18.18	83	83
	519	1061	940	00	P	1			2,724.08	83	84
	519	1061	941	00	P	1			293.67	83	84
	519	1061	942	00	P	1			2,835.15	83	84
	519	1061	944	00	P	1			915.36	83	84
	519	1061	945	00	P	1			328.46	83	84
	519	1061	946	00	P	1			393.11	83	84
	519	1061	948	00	P	1			111.67	83	84
			TOT	P1				200.00CR	159,134.41		
			** JOB TOTALS **				**	200.00CR**	159,134.41 **		
DEXTER LK S BR & WILL HWY	CONT NO 9021		* FA PROJ NOS RS A462001 76							STATE	24
	520	1029	201	00	P	1			1,026,081.54	79	81
	520	1029	201	00	N	7			283,141.41	81	82
	520	1029	208	00	N	1			29.01CR	81	81
	520	1029	208	00	N	7			9.16CR	81	81
	520	1029	270	01	P	1			819.71	80	82
	520	1029	270	01	N	1			44.95	81	82
	520	1029	270	01	N	7			864.67	82	82
	520	1029	270	02	P	1			720.74	80	83
	520	1029	270	02	N	7			720.74	82	82
	520	1029	270	03	N	7			1,965.09	82	82
	520	1029	296	00	N	7			16,510.73CR	81	82
	520	1029	296	00	N	9			1,075,263.92CR	79	83

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
COVE CRK WINONA (BR) CONT NO * FA PROJ NOS BRS A335001 100									STATE	
	517	1021	285	01 P	1		3,633.12	3,633.12	84	84
	517	1021	296	00 N	9	731.20CR	3,656.00CR	3,656.00CR	84	85
	517	1021	297	00 N	9	731.20	731.20	731.20	85	85
	517	1021	298	00 N	9		2,924.80	2,924.80	84	84
	517	1021	948	00 P	1		22.88	22.88	84	85
			TOT	P1			3,656.00	3,656.00		
			** JOB TOTALS **			**	3,656.00 **	3,656.00 **		
DIVERSION CANAL BRIDGES CONT NO 9236 * FA PROJ NOS RS B303002 47									STATE	53
	518	1002	201	00 P	1			296,193.26	81	82
	518	1002	201	00 N	9			320,430.95	81	82
	518	1002	208	00 N	1			15.21CR	82	82
	518	1002	208	00 N	9			17.16CR	82	82
	518	1002	296	00 N	9			649,049.56CR	81	83
	518	1002	297	00 N	9			366,459.19	81	83
	518	1002	298	00 N	9			282,590.37	81	83
	518	1002	900	00 P	1			16,461.99	81	83
	518	1002	900	00 N	9			18,352.82	81	82
	518	1002	920	00 P	1			22.49	81	81
	518	1002	920	00 N	9			25.37	81	81
	518	1002	928	00 N	1			15.22	81	82
	518	1002	928	00 N	9			17.15	81	82
	518	1002	940	00 P	1			2,412.94	81	82
	518	1002	940	00 N	9			2,555.72	81	82
	518	1002	941	00 P	1			15.20	81	81
	518	1002	941	00 N	9			17.17	81	81
	518	1002	942	00 P	:			4,103.76	81	82
	518	1002	942	00 N	9			4,627.68	81	82
	518	1002	944	00 P	1			814.10	81	82
	518	1002	944	00 N	9			918.05	81	82
	518	1002	945	00 P	1			135.97	81	83
	518	1002	945	00 N	9			153.31	81	83
	518	1002	946	00 P	1			340.34	81	82
	518	1002	946	00 N	9			383.82	81	82
	518	1002	948	00 P	1			78.93	81	83
			TOT	P1				320,578.98		
			TOT	N1				.01		
			TOT	N9				347,464.88		
			** JOB TOTALS **			**	**	668,043.87 **		
LOST RIVER (GALE ROAD) BR CONT NO 9977 FA PROJ NOS BRS B321002 100									STATE	
	518	1019	201	00 P	1		90.506.01	90,506.01 ✓	85	85
	~~518~~	~~1019~~	~~296~~	~~00 N~~	~~9~~	~~81,693.88CR~~	~~83,968.78CR~~	~~83,968.78CR~~	85	85
	~~518~~	~~1019~~	~~298~~	~~00 N~~	~~9~~	~~81,693.88~~	~~83,968.78~~	~~83,968.78~~	85	85
	518	1019	900	00 P	1	10,353.20	18,823.55	18,823.55 ✓	85	85

April 23, 1985

Holst Construction Company
P. O. Box 1049
Oakridge, OR 97463

CON 5
#9977

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9977 for work on the Lost River (Gale Road) Bridge Section of FAS B-321 (Gale Road) in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Surety Department
Wausau Insurance Companies
2000 Westwood Drive
Wausau, WI 55401

Employers Insurance of Wausau
9400 S. W. Beaverton Highway, Suite 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Richard Steyskal

HOLST
CONSTRUCTION CO.
76700 HIGH PRAIRIE RD. PH. 782-2880
P.O. BOX 692 OAKRIDGE, OREGON 97463

March 15, 1985

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: Lost River (Gale Road) Bridge
Klamath County OR

Dear Sir:

The DBE we used for this project is Arrow Brothers Corp. AGC Center No. 310, 9450 S W Commerce Circle, Wilsonville, OR 97070. Bede Nishimura. The items are:

1.	Mobilization	$1,500.00
8.	Guard Rail Type 2 A	1,500.00
9.	Guard Rail Type 3	2,816.00
10.	Guard Rail Anchors, Type 1 Modified	975.00
11.	Rail End Pieces, Type B	200.00
		$6,991.00

Yours very truly,

Effie Holst

Effie Holst.

RECEIVED
MAR 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

STATE OF OREGON

INTEROFFICE MEMO

TO: Interested Persons

DATE: March 27, 1985

FROM: JRHagedorn
John R. Hagedorn
Region Federal Aid Specialist

SUBJECT: Project expediting--Jerry Backstrand

NOTED
H. S. COU

Upon inspection, the bridge over Lost River on Gale Road in Klamath County was found to be deficient to a degree that would either force its closure or require extensive repairs that would still allow only very limited loads.

Through Jerry's efforts, a survey prefix was assigned, the location survey and foundation exploration was completed, and the project was designed and let for contract in a very short time. This was accomplished at a period when everyone involved was extremely busy.

This is a good example of our people working together with good communication and cooperation to achieve the almost impossible.

JRH:br

CC: Scott Coulter
Larry Rulien
Walt Hart
Dale Allen
R.C. Pool
E.S. Hunter
Jerry Backstrand

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
FOR

Info	Imm	R/D	D/R	Sign	Act	File

KLAMATH COUNTY

Klamath County ~ Public Works Department

VETERANS MEMORIAL BUILDING — 334 MAIN STREET — 503-882-2501 — KLAMATH FALLS, OREGON 97601

March 22, 1985

Mr. John Hagedorn
State Highway Division
P. O. Box 5309
Bend, OR 97708

Dear John:

This letter is written regarding the design and contracting on our Gale Road Bridge.

The Klamath County Public Works Department would like to thank you and Jerry Backstrand for your excellent cooperation and initiative in expediting this project. This project, without the dedication of Jerry could not have become a reality in the time frame to which we were restricted.

It is employees such as you and Jerry that make working with the State Highway Department very rewarding on these cooperative projects. The State is very fortunate to have professionals of your experience and devotion representing them. We can only thank you very much for your assistance and look forward to working with you on future projects.

Very truly yours,

Earl E. Kessler
Director of Public Works

EEK:ml

ROM RE ROE RAS FAS
[illegible] RECEIVED GEO
[illegible] MAR 26 1985 [illegible]
RSO REGION 4 RBI
ASSIGNED__________

STATE COPY

TO BE COMPLETED BY FHWA

3-188

US Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE
Oregon

COUNTY
Klamath

PROJECT NO.
BRS-8321(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Lost River (Gale Road) Bridge #15444-108900067

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-20-85	0.025
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 219,444.00	$ 175,555.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAR 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon March 22, 1985

Federal Aid Project No. BRS-B321(2)

Lost River (Gale Road) Bridge Section
County Road
Klamath County

PROJECT AGREEMENT ESTIMATE

Type Code X080
Bridge

Mobilization	Lump Sum	All	Lump Sum	$ 7,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,008.00
Temporary Signs	Sq. Ft.	109	9.25	1,008.25
Temporary Barricades	Each	8	90.00	720.00
ROADWORK				
General Excavation	Cu. Yd.	275	8.00	2,200.00
Aggregate Base	Ton	960	18.00	17,280.00
Class "B" or Class "C" Asphalt Concrete	Ton	292	42.00	12,264.00
Guardrail, Type 2A	Lin. Ft.	75	20.00	1,500.00
Guardrail, Type 3	Lin. Ft.	88	32.00	2,816.00
Guardrail Anchors, Type 1 Modified	Each	3	325.00	975.00
Rail End Pieces, Type B	Each	4	50.00	200.00
Extra for Asphalt Approaches	Each	4	750.00	3,000.00
STRUCTURE				
Bridge Removal Work	Lump Sum	All	Lump Sum	6,500.00
Structure Excavation	Cu. Yd.	40	12.00	480.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	10,000.00
Furnish Prestressed Concrete Piling	Lin. Ft.	280	25.00	7,000.00
Furnish 16" Prestressed Concrete Piling	Lin. Ft.	350	28.50	9,975.00
Drive Prestressed Concrete Piles	Lin. Ft.	430	1.50	645.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	12,025.00
Reinforcement	Lump Sum	All	Lump Sum	4,740.00
4'x40'/45' Prestressed Slabs	Each	16	3,000.00	48,000.00
4'x45'/50' Prestressed Slabs	Each	8	3,875.00	31,000.00
Two Tube Steel Railing	Lin. Ft.	260	33.00	8,580.00
Membrane Waterproofing	Sq. Yd.	462	8.50	3,927.00
				$ 192,843.25

Anticipated Items

Roadside Seeding & Mulching	All Required		$ 500.00
		Subtotal	$ 193,343.25
		Engineering	26,100.75
		Total	$ 219,444.00
Length of Project			0.025 mi.
Federal Funds (80%)			$ 175,555.00
County Funds			43,889.00
		Total	$ 219,444.00

Group 1	100%
Contract No.	9977
Prefix:	518-1994
Prefix:	518-1019
Appn Code	114

DDB:bkb

March 18, 1985 PRO

Mr. Earl Kessler
Director of Public Works
Veterans Memorial Bldg.
334 Main Street
Klamath Falls, OR 97601

Subject: Lost River (Gale Road) Br.
Project No. BRS-B321(2)
Klamath County

Dear Mr. Kessler:

On March 14, 1985 the Highway Division received a satisfactory bid from Holst Construction Company, P.O. Box 1049, Oakridge, Oregon 97463, on the subject project.

This project is a Highway Bridge Replacement (HBR) Project and as per our Agreement No. 8306, and our Local Government Agreement, the county is requested to deposit the balance of their share of the remaining construction cost as computed below.

Contractor's Bid		$192,843.25
Anticipated Items		500.00
Subtotal		$193,343.25
Contingencies (4 1/2%)		8,700.45
Engineering (9%)		17,400.89
Total Construction Cost		$219,444.59
Estimated P.E. Cost		22,000.00
Less Free Bridge Design & Specs.		(4,000.00)
Less Federal Funds (80%)		(189,955.67)
Less County's Advance Deposits		
P.E. AD #84-137	$ 4,300	
Construction (65%) AD #85-17	30,100	(34,400.00)
County's Remaining Balance Due		$ 13,008.92
COUNTY'S ADVANCE DEPOSIT ROUNDED		13,000.00 $ ~~13,100.00~~

ck

Recieved
3-26-85
mks

We will award the contract when we receive Commission approval and DBE/WBE Goals are met. Please submit your supplemental deposit of $13,000 by April 5, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:bkb
Attachment
bcc: w/AD #85-23
John Hagedorn, Region 4
Vern Skoog - Please return completed AD #85-23 when advance deposit is received.

```
ACCOUNT SUMMARY -- EXPENDITURES & LEDGERS                                   FEBRUARY 1985        PAGE 1022
                                                                                FISCAL           GRAND TOTAL
       DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE        TO DATE

KLAMATH RIVER & SPRR STRS     CONT NO     FA PROJ NOS RS  B319001 100                                              STATE
                                 518   1986    296    00 N 9   2,923.58CR      35,868.52CR      40,134.43CR
                                 518   1986    298    00 N 9   2,923.58        35,868.52        40,134.43
                                 518   1986    906    00 P 1                      491.02           492.52
                                 518   1986    907    00 P 1                        4.50             4.50
                                 518   1986    918    00 P 1                                          .90
                                 518   1986    920    00 P 1                                        20.02
                                 518   1986    926    00 P 1   2,004.89        22,100.12        34,286.45
                                 518   1986    926    00 N 1                                        99.95
                                 518   1986    927    00 P 1     814 91        13,210.24        14,675.78
                                 518   1986    950    00 P 1                      116.36           116.36
                                               TOT    P1       2,819.80        35,922.24        49,596.53
                                               TOT    N1                                            99.95
                                          ** JOB TOTALS **     2,819.80  **    35,922.24  **    49,696.48  **

LOST R (GALE RD) BR           CONT NO     FA PROJ NOS BRS B321001 100                                              STATE
                                 518   1994    296    00 N 9   5,801.27CR       5,801.27CR       5,801.27CR
                                 518   1994    298    00 N 9   5,801.27         5,801.27         5,801.27
                                 518   1994    901    00 P 1       6.57         6,842.22         6,842.22
                                 518   1994    905    00 P 1   2,598.19         2,598.19         2,598.19
                                 518   1994    910    00 P 1      29.35            29.35            29.35
                                 518   1994    918    00 P 1      81.29            81.29            81.29
                                 518   1994    920    00 P 1     143.96           143.96           143.96
                                 518   1994    921    00 P 1     669.85           669.85           669.85
                                 518   1994    922    00 P 1     101.05           101.05           101.05
                                 518   1994    923    00 P 1      42.38            42.38            42.38
                                 518   1994    926    00 P 1   3,769.66         4,061 10         4,061.10
                                 518   1994    927    00 P 1   3,086.24         3,086.24         3,086.24
                                 518   1994    929    00 P 1     108.07           108.07           108.07
                                 518   1994    933    00 P 1                      123.00           123.00
                                 518   1994    937    00 P 1   1,127.31         1,127.31         1,127.31
                                 518   1994    950    00 P 1     527.18           527.18           527.18
                                               TOT    P1      12,291.10        19,541.19        19,541.19
                                          ** JOB TOTALS **    12,291.10  **    19,541.19  **    19,541.19  **

BEATTY SLOUGH BRIDGE #37C40   CONT NO   * FA PROJ NOS BRS B326001 100                                              STATE
                                 519   1929    296    00 N 9                                    14,062.31CR
                                 519   1929    297    00 N 9                                     2,500.00
                                 519   1929    298    00 N 9                                    11,562.31
                                 519   1929    901    00 P 1                                       526.49
                                 519   1929    901    00 N 1                                     1,423.32
                                 519   1929    905    00 P 1                                     2,808.12
                                 519   1929    910    00 P 1                                       168.64
                                 519   1929    913    00 P 1                                        11.11
                                 519   1929    918    00 P 1                                     1,086.84
                                 519   1929    920    00 P 1                                        88.58
```

9777

3862.16

7777

February 25, 1985

PRU

Mr. Earl Kessler
Director of Public Works
Veterans Memorial Building
334 Main Street
Klamath Falls, OR 97601

SUBJECT: Lost River (Gale Road) Br.
Project No. BRS-8231(2)
Klamath County

Dear Mr. Kessler:

On March 14, 1985 a bid will be taken by the Highway Division on the subject project. This project is a Highway Bridge Replacement (HBR) Project and as per Agreement No. 8306 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

Estimated Total Construction Cost	$231,320.00
Less Federal Funds (80%)	185,056.00
County's Share (20%)	46,264.00
65% County's Share & Advance Deposit	$ 30,100.00

We will award the contract when we receive your advance deposit in the amount of $30,100 and the DBE/WBE Goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

ok Recd WEP 3-13-85

Gary A. Potter, Manager
Program Section

MKS:pf
Attachments

bcc w/AD # 85-17: John Hagedorn, Region 4
Vern Skoog - Please return completed AD #85-17 when advance deposit is received.

9977

2-22-85

INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	
1	Title Sheet	REGISTERED PROFESSIONAL ENGINEER 4415 OREGON JULY 11, 1982 RICHARD A. KUEHN
2	Typical Sections & Summary	
2A	Temporary Protection And Direction Of Traffic	
3	Plan & Profile	

Drg. Nos.

S-1, S-12, 2126C, 2201 – Temporary Protection And Direction Of Traffic
2050 – Multi-Layer Pavement Const.
2077B – Approaches
2126, 2126A, 2126D, 2126F, 2126I } Guard Rail
40360, 40361, 40362, 31825, 35268, 39529 } Bridge No. 15444A

APPROVED February 22 19 8
BOARD OF COMMISSIONERS OF Klamath COUNTY
BY Carroll [illegible] COMMISSIONER
[illegible] Rogers COMMISSIONER
Roger Hamilton COMMISSIONER

STATE

DEPARTMENT

STATE HI

PLANS FO

GRADING, F

LOST RIVER (GA

(

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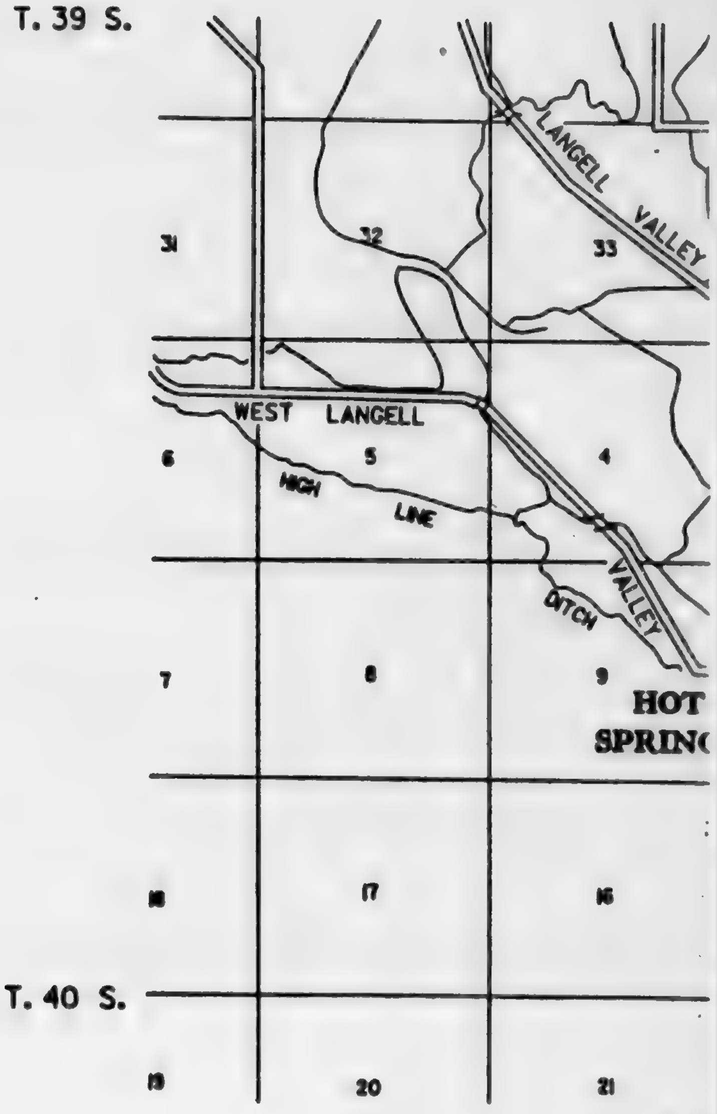
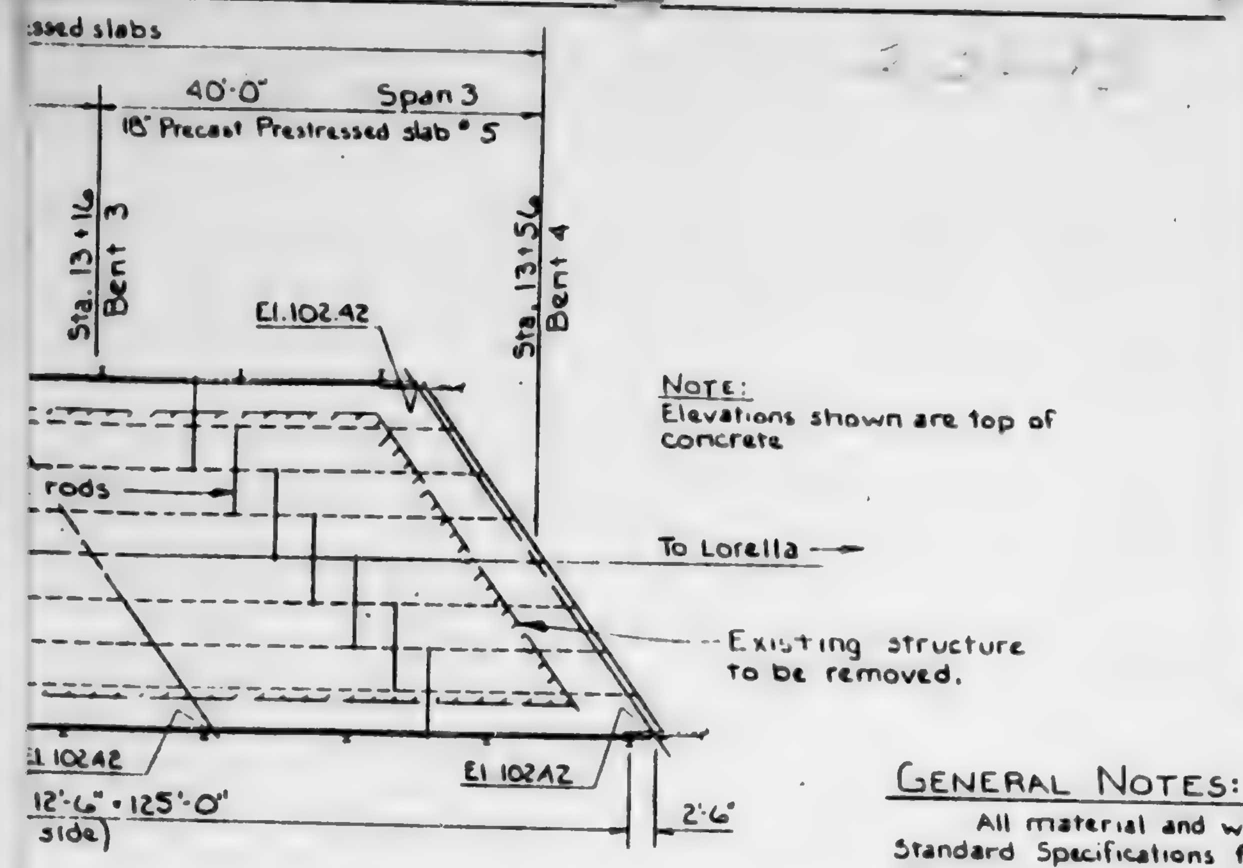
M



T. 39 S.
31
32
33
LANGELL VALLEY
WEST LANGELL
6
5
4
HIGH LINE DITCH
VALLEY
7
8
9
HOT SPRING
18
17
16
T. 40 S.
19
20
21
R.

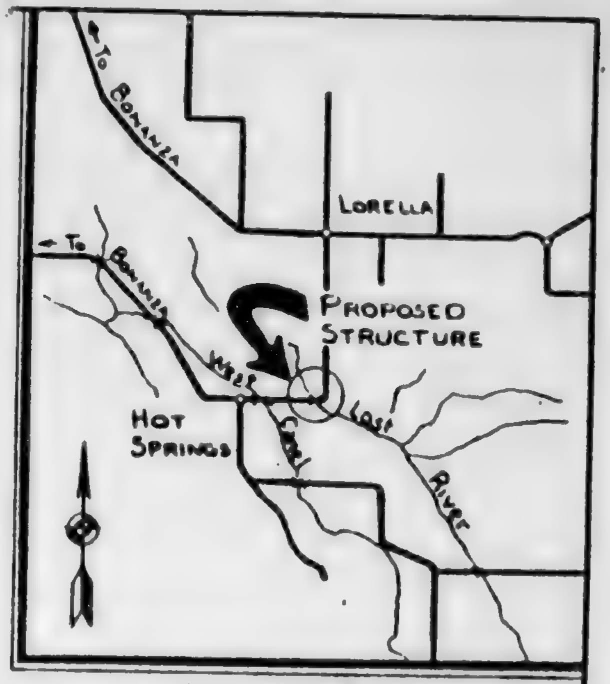
S
Scale
0

9777



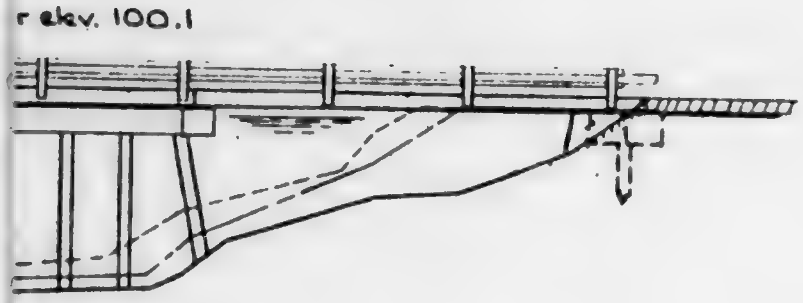
...ssed slabs
40'-0"
Span 3
18" Precast Prestressed slab # 5
Sta. 13+16
Bent 3
Sta. 13+56
Bent 4
El. 102.42
...rods
To Lorella
Existing structure to be removed.
El. 102.42
El. 102.42
12'-6" = 125'-0"
side)
2'-6"

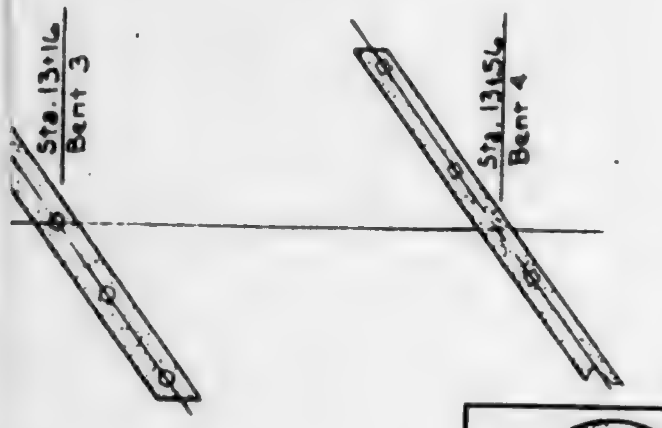
NOTE:
Elevations shown are top of concrete



To Bonanza
To Bonanza
Lorella
Proposed Structure
Hot Springs
West
Canal
Lost
River

VICINITY MAP





Sta. 13+16
Bent 3
Sta. 13+56
Bent 4

GENERAL NOTES:

All material and workmanship shall conform to the Standard Specifications for Highway Construction of the Oregon State Highway Division.

Bridge designed for HS20 and Military loading with an allowance of 25psf for future wearing surface and 50psf for present wearing surface.

Concrete members (except prestressed members) by Load Factor Design.

Prestressing steel shall be in accordance with detail plans.

All other reinforcing steel shall conform to ASTM Specification A615 (S1) Grade 60. The following splice lengths shall be used unless shown otherwise:

Bar Size	3	4	5	6	7	8	9	10	11
Splice Length	1'-0"	1'-4"	1'-8"	2'-0"	2'-9"	3'-7"	4'-7"	5'-9"	7'-1"

All bars shall be placed 2" clear of the nearest face of concrete unless shown otherwise.

Concrete in prestressed-precast units shall be as shown on the detail plans.

All other concrete shall be Class 3,300-1½, or 1" or ¾".

Piling at Bents 1&4 shall be 12" square or 14" octagonal precast prestressed concrete piles driven to a minimum bearing of 50 tons per pile.

Piling at Bents 2&3 shall be 16" octagonal precast prestressed concrete pile driven to a minimum bearing of 70 tons per pile.

APPROVED: February 22 1985
KLAMATH COUNTY BOARD OF COMMISSIONERS
Carroll Zumpeller Chairman
Commissioner
Roger Vandenberg Commissioner

ADVANCE PLANS
FEB 8 1985
DO NOT SCALE
DO NOT USE FOR CONSTRUCTION

DATE	REVISION	BY

WALTER J. HART
BRIDGE ENGINEER

PAUL ALTON ANDERSON

APPROVED:
BRIDGE ENGINEER
ASSISTANT STATE HIGHWAY ENGINEER

DESIGNED J. Silbernagel
DRAWN
CHECKED
REVIEWED
REVIEWED

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

LOST RIVER (GALE RD) BRIDGE
LOST RIVER (GALE RD.) BRIDGE SEC.
GALE ROAD
KLAMATH COUNTY

PLAN AND ELEVATION

ACCOMPANIED BY DWGS. 40361, 40362, 31825, 35268 & 39529

DATE Jan. 1985 CALC. BOOK 2045 SHEET 1 OF
BRIDGE NO. 15444A DRAWING NO. 40360

9171.

CON 17-4

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B321(2) Lost R.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-21-85

4. PROGRAM NO.

5. ITEM NO. 50105

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to 2/25

RECEIVED
STATE HWY ENGR
FEB 25 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 2/20/85

8. FEDERAL ROUTE NUMBER Secondary B321

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Lost River (Gale Road) Bridge #15444-108900067

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ XX CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 2/15/85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $352,000; Federal Funds $281,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 2/14/85 that provision of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 2/21/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: MEMO TO THE FILE

DATE: February 20, 1985

FROM: Ann M. Batten
Ann M. Batten
Hydraulic Specialist

SUBJECT: Lost River (Gale Road) Bridge
Gale Road (Bridge No. 15444)
Klamath County

RECEIVED
FEB 20 1985
ROAD DESIGN SECTION

PPE
Cy FDE
LE
Cy SE
1 FPC JRM
PDE
LFE
GTE
BPC
FDS
CAD
Copy All
Return To
B/U / /

The proposed structure will replace an existing 120 ± -foot long six-span timber bridge. The existing bridge is deteriorated and traffic is restricted to one lane with a load limit of sixteen tons. The proposed structure will be placed on the same alignment as the existing structure.

HYDROLOGY

Lost River is a naturally closed basin. It originates at the outlet of Clear Lake in Modoc County, California and drains approximately 1,185 square miles upstream of the proposed bridge site. A Bureau of Reclamation stream gage, approximately 5 miles downstream at Keller Bridge was statistically analyzed. Twenty-five years of record, from October 1959 through September 1984, were used and the recurrence interval vs. peak discharge relationship shown below was determined from a statistical analysis using Log-Pearson Type III distribution.

Recurrence Interval	Peak Discharge
100-year	4,080 cfs
50-year	3,300 cfs
25-year	2,610 cfs
10-year	1,830 cfs
5-year	1,320 cfs

The highest water seen at the structure occurred in December 1984. A local resident observed the high water to be approximately 100.1 feet.* The 1964 flood had a frequency of 50 years and a corresponding flow of 3,300 cfs.

HYDRAULIC DESIGN

The 25-year flood of 2,610 cfs was used as the design flood, with an estimated highwater elevation of 97.9 feet.*

---

* Elevation in reference to datum established in field.

81-125-1387

Two types of replacement structures were investigated: Alternative "A" with vertical abutments (Figure 3) and Alternative "B" with 1-1/2:1 end slopes (Figure 4). Figure 2 shows the existing waterway. Figure 1 is a summary of the existing and proposed conditions.

RIPRAP

For both Alternative "A" and Alternative "B", the wingwalls and the toe of the abutments should be protected with a one-foot thick blanket of Class 50 loose riprap. A filter blanket will not be required.

If the stream banks are left undisturbed, no riprap protection will be required.

AMB:ja

Attachments

cc Bob Pool w/attach.
Walt Hart "
[redacted] "
Gary Potter "
Dale Allen "
Cam Gilmour "
Herb Schell, FHWA "

Figure 1.

	Q (cfs)	Normal Waterway Opening (Ft)	Normal Waterway Area (Sq Ft)	Skewed Waterway Opening (Ft)	Skewed Waterway Area (Sq Ft)	Design Highwater Elev.* (Ft)	Back-Water Elev.* (Ft)	Back-Water Depth (Ft)
Existing								
25-Year	2610	94	890	112	1065	97.9	97.9	0.0
100-Year	4080	100	1215	120	1445	101.3	101.3	0.0
Alternate "A"								
25-Year	2610	91	915	108	1090	97.9	97.9	0.0
100-Year	4080	91	1230	108	1470	101.3	101.3	0.0
Alternate "B"								
25-Year	2610	90	915	107	1090	97.9	97.9	0.0
100-Year	4080	101	1250	120	1490	101.3	101.3	0.0

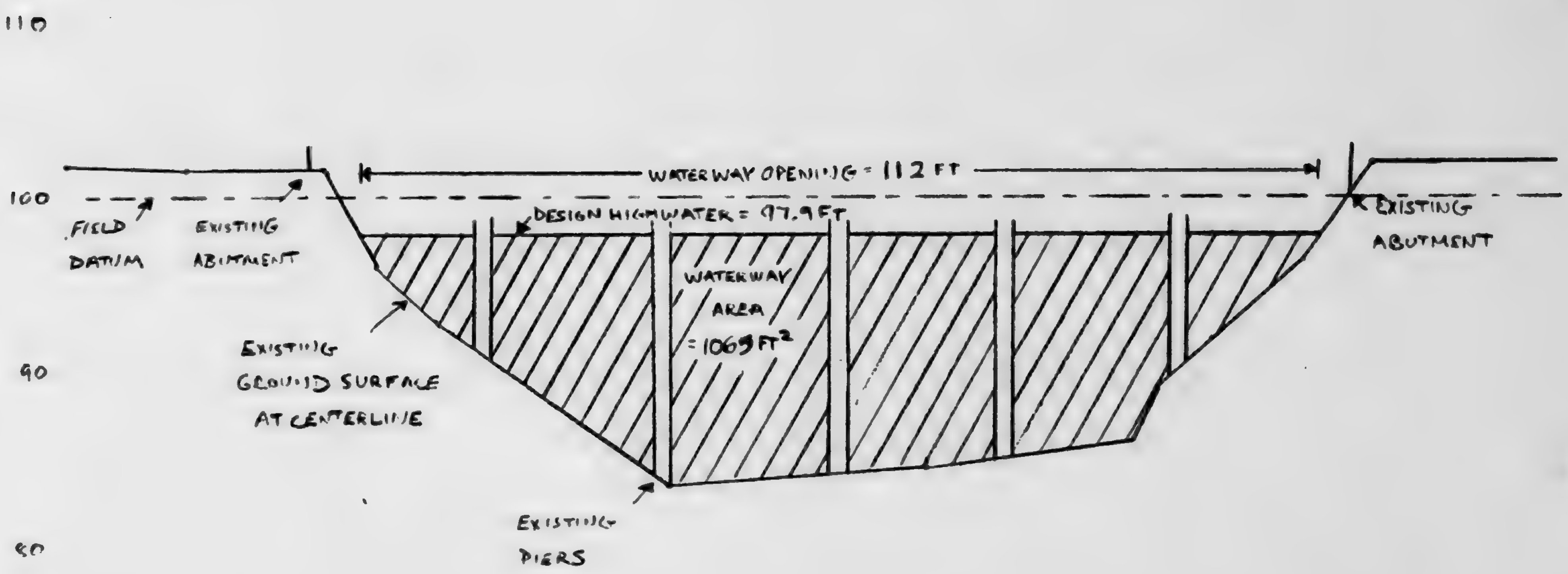
* Elevation in reference to datum established in field.

AB:ge

FIGURE 2

EXISTING LOST RIVER BRIDGE CONDITIONS

SECTION SKEWED 33° TO CHANNEL*


110
100
90
80
WATERWAY OPENING = 112 FT
DESIGN HIGHWATER = 97.9 FT
WATERWAY AREA = 1069 FT²
FIELD DATUM
EXISTING ABUTMENT
EXISTING ABUTMENT
EXISTING GROUND SURFACE AT CENTERLINE
EXISTING PIERS

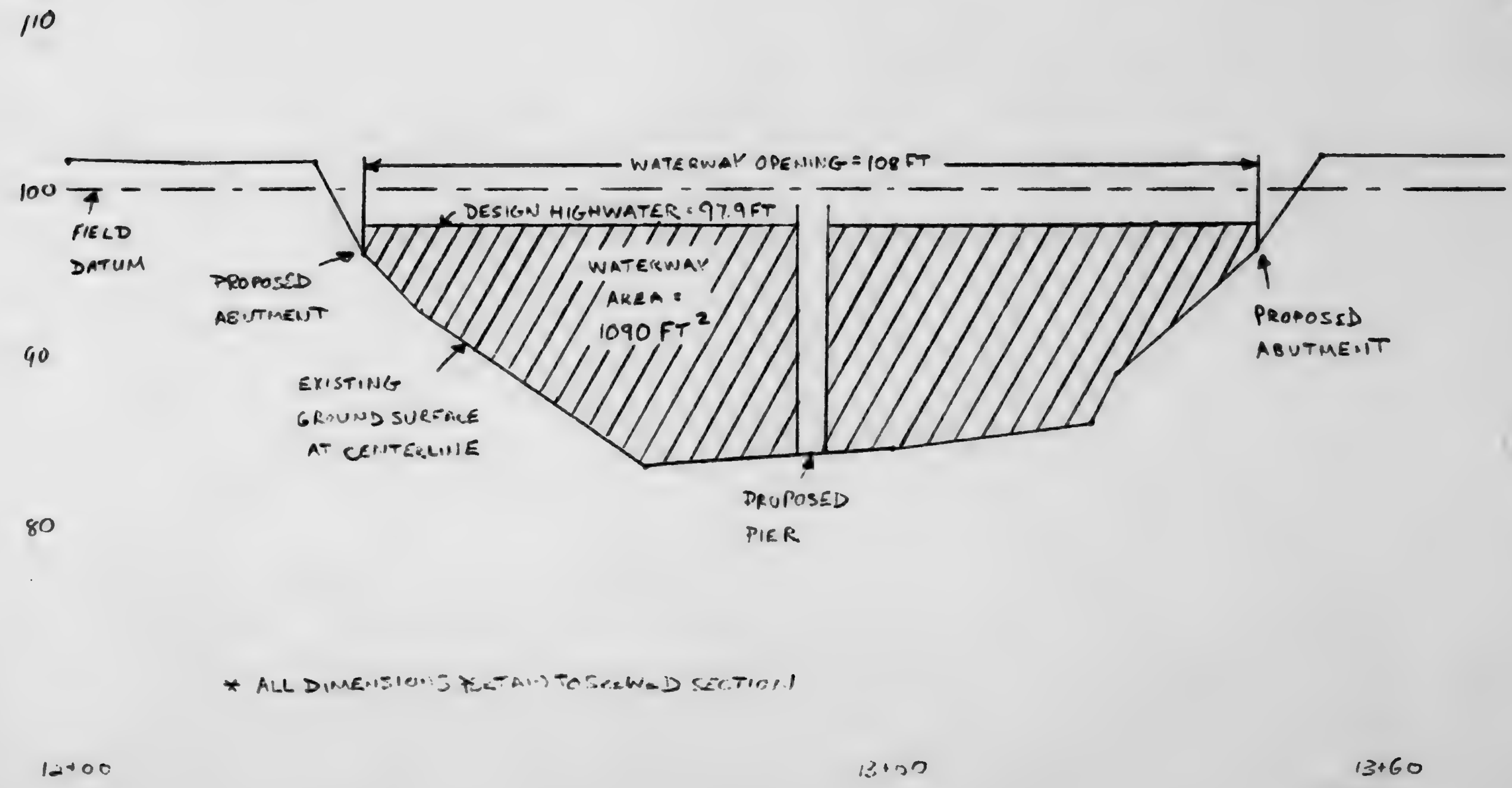
* ALL DIMENSIONS PERTAIN TO SKEWED SECTION

13+00

AMP
2/12/85

FIGURE 3

ALTERNATE "A" - VERTICAL ABUTMENTS
SECTION SKEWED 33° TO CHANNEL*


110
100
90
80
FIELD DATUM
WATERWAY OPENING = 108 FT
DESIGN HIGHWATER = 97.9 FT
WATERWAY AREA = 1090 FT²
PROPOSED ABUTMENT
PROPOSED ABUTMENT
EXISTING GROUND SURFACE AT CENTERLINE
PROPOSED PIER
12+00
13+00
13+60

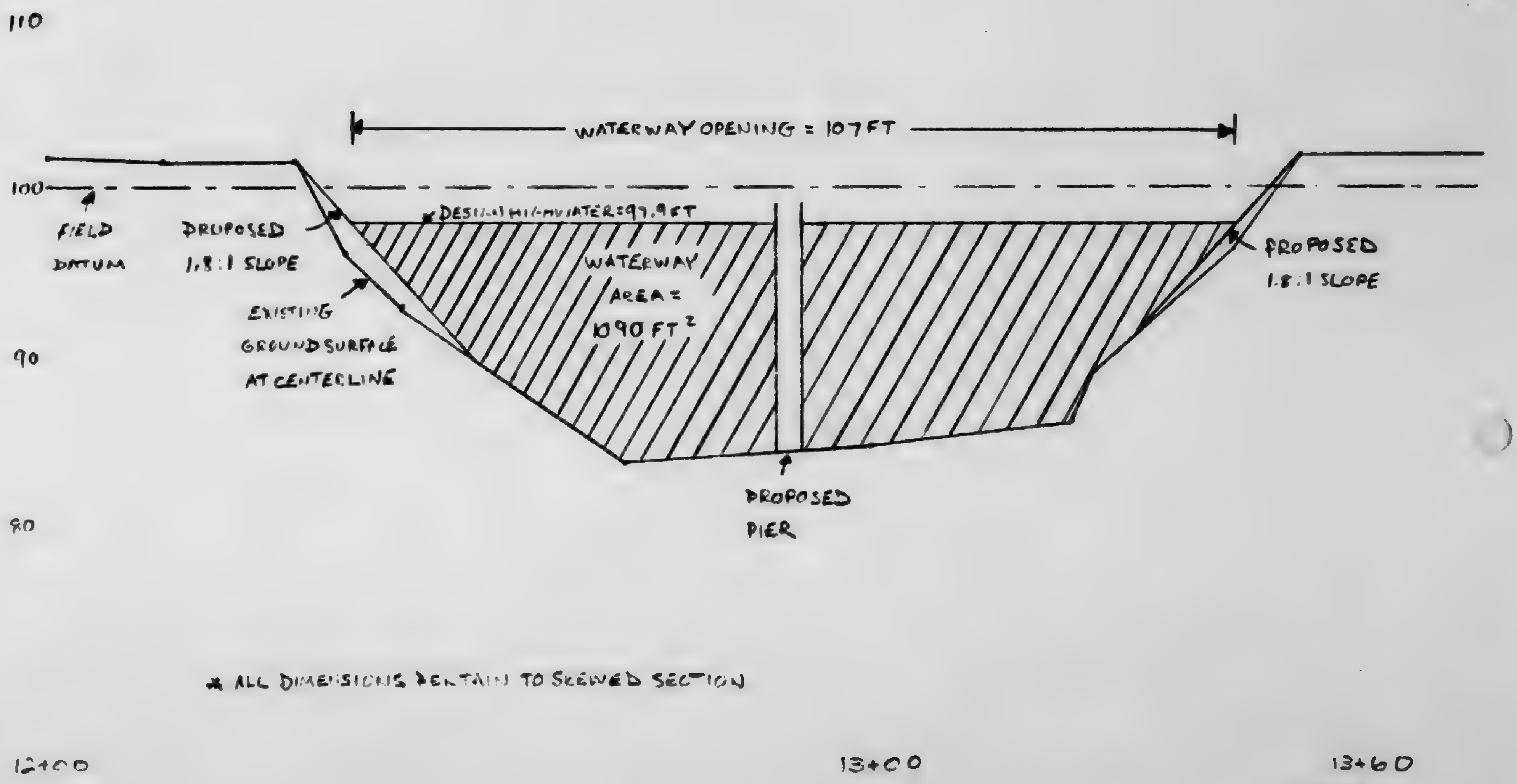
* ALL DIMENSIONS PERTAIN TO SKEWED SECTION

A.M.P.
2/15/85

FIGURE 4

ALTERNATE "B" - SPILLTHROUGH ABUTMENTS

SECTION SKEWED 33° TO CHANNEL*


WATERWAY OPENING = 107 FT
110
100
90
80
FIELD DATUM
PROPOSED 1.8:1 SLOPE
DESIGN HIGHWATER=97.9FT
EXISTING GROUND SURFACE AT CENTERLINE
WATERWAY AREA = 1090 FT²
PROPOSED PIER
PROPOSED 1.8:1 SLOPE
12+00
13+00
13+60

* ALL DIMENSIONS PERTAIN TO SKEWED SECTION

AMB.
2/15/95

HYDRAULIC DATA

		DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge	cfs	2610	4080	4195	
	m^3/s				
Frequency — yrs.		25	100	110	
H.W. Elevation	ft.	97.9	101.3	101.7	
Natural Channel	m.				
Backwater Elevation	ft.	97.9	101.3	101.7	
	m.				
Average Velocity **	fps	2.8	3.3	3.3	
	mps				
Headwater Elevation	ft.	-	-	-	
	m.				
Tailwater Elevation	ft.	-	-	-	
	m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "A" - VERTICAL ABUTMENTS

** VELOCITY THROUGH NORMAL CROSS-SECTION AT STRUCTURE

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

LOST RIVER (GALE ROAD) BRIDGE (NO. 15444)
GALE ROAD
KLAMATH COUNTY

COMPILED BY: ANN M. BATTEN

DATE: FEBRUARY 15, 1985

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD	OVERTOPPING FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge cfs / m³/s	2610	4080	4195	
Frequency — yrs.	25	100	110	
H.W. Elevation Natural Channel ft. / m.	97.9	101.3	101.7	
Backwater Elevation ft. / m.	97.9	101.3	101.7	
Average Velocity ** fps / mps	2.8	3.2	3.2	
Headwater Elevation ft. / m.	-	-	-	
Tailwater Elevation ft. / m.	-	-	-	

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: ALTERNATE "B" - SPILLTHROUGH

** VELOCITY THROUGH NORMAL CROSS-SECTION AT STRUCTURE

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

LOST RIVER (GALE ROAD) BRIDGE (NO. 15444)
GALE ROAD
KLAMATH COUNTY

COMPILED BY: ANN M. BATTEN	DATE: FEBRUARY 15, 1985

County

ENVIRONMENTAL REVIEW CHECKLIST

ALL CLEAR 2/13/85
John R. Mark

3/14/85 Bid Letting ____________ All Clear Deadline

SECTION Lost River (Gale Rd) Bridge
Highway ____________
County Klamath Region 4
Type of Work GP-Struc Funds ____________
State ____ Consultant ____ Plans Avail. ____ Yes ____ No

BRS-B321(2)

cat ____

DOCUMENTS:	Not Required	Required	Mitigation Required	Mitigation/Plans	ALL CLEAR	
EIS	☒					
Negative Declaration	☒					
Project Assessment	☒					
Write-off Letter	☒					

PERMITS:						
Division of State Lands	☒					
D.O.G.M.I.	☒					
Corps of Engineers	☒					
Coast Guard	☒					
Co. Conditional Use	☒					
NPS Air Pollution	☒					
NPS Water Pollution	☒					

CULTURAL:						
Cultural Survey	☒					
Cultural Salvage	☒					

NOISE:						
Noise Study	☒					

~~B/U 3-11~~

From Brent Forsberg

Conditions Dept. of Fish & Wildlife

~~Dec 1 – March 31~~

No equipment in water – cats etc.

ROAD DESIGN SECTION

February 8, 1985 DES 16

Brent Forsberg
Waterway Permit Coordinator
Environmental Management Section
Dept. of Fish & Wildlife
506 SW Mill Street
Portland, OR 97201

RE: Lost River (Gale Rd) Bridge Section
Klamath County

Enclosed is a set of plans for the Lost River (Gale Rd) Bridge which will replace an existing bridge. There is less than 50 cubic yards of excavation required to construct the pile caps at each end of the bridge. Therefore, the Highway Division has not made a permit application to the Division of State Lands.

We would appreciate your review of these plans and provision of any conditions you find appropriate.

Our Division is hoping for an early contract letting for this bridge, therefore, your attention to this matter would be greatly appreciated.

After you have had a few days to review these plans I will call you for your comments.

Duane O. Christensen
Road Design Engineer

By

Dohn R. MarksF
Final Project Coordinator

JRM:bn

Atchs.
CC Region Engr - 4

STATE OF OREGON

INTEROFFICE MEMO

DES 23
15444A

TO: John Marks
Final Project Coordinator

DATE: February 8, 1985

FROM: John M. Tindall
John M. Tindall
Principal Structural Design Engineer

SUBJECT:
Lost River (Gale Rd.) Bridge 15444A
Lost River (Gale Rd.) Bridge Section
Gale Road
Klamath County

Attached are four reduced prints of Drawing 40341 and 40116 which are the preliminary plan and elevation and vicinity map for this structure. These are being forwarded for your submittal to the Division of State Lands.

The following should be of special interest:

	YES	NO	QUANTITY
Riprap		x	
Channel Change		x	
Fill in Waterway		x	
Excavation in Waterway		x	

PAA:smd

Attachments

81-125-1387

7777

Section Lost River (Gale Road) Bridge Programming Estimate $

Highway FAS B-321 (Gale Road) Project Length 0.1 mi

County Klamath Completion ~~Time~~ Date June 15, 1985

Kind of Work Grading, Paving & Structure Est. Comp. Date June 15, 1985

Prefix 518-1994-921/929 Letting Date Mar. 14, 1985 Project No. BRS-B-321 (2)

Rec'd 2/13/85 3:15 PM

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 203,307.00
Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching	500.00	$ 500.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 203,807.00
Contingencies (4-1/2%)		9,171.32
Engineering ~~(6~~, 9, ~~10%)~~		18,342.63
Subtotal		$ 231,320.95
Credit for		
Estimated Net Authorization, Construction		$ 231,320.95

APPROVED

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION LOST RIVER (GALE ROAD) BRIDGE		COUNTY KLAMATH		SHEET 1 OF 2
KIND OF WORK Grading, Paving & Structure	KEY NUMBER	LENGTH	DATE	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 2/8/85 MLW					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 3/14/85					
	Mobilization		LUMP SUM	All	LUMP SUM	17,500^{00}
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	1500^{00}
	Temporary Signs		Sq Ft	109	6^{00}	654^{00}
	Temporary Barricades		Each	8	70^{00}	560^{00}
	ROADWORK					
	General Excavation		Cu Yd	275	7-	1,925^{00}
	Aggregate Base		Ton	960 ~~875~~	16-	15,360^{00} ~~14,000~~^{00}
	Class "B" or Class "C" Asphalt Concrete		Ton	292 ~~272~~	46-	13 432^{00} ~~12,512~~^{00}
	Guard Rail, Type 2A		Lin Ft	75	20-	1,500^{00}
	Guard Rail, Type 3		Lin Ft	88	30-	2,640^{00}
	Guard Rail Anchors, Type 1 Modified		Each	3	350-	1,050^{00}
	Rail End Pieces, Type B		Each	4	60-	240^{00}
	Extra for Asphalt Approaches		Each	4	175	700^{00}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Lost River (Gale Road) Bridge		COUNTY	SHEET 2 OF 2
KIND OF WORK Grading, Paving & Structure	KEY NUMBER	LENGTH	DATE
			NAME CLASHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	STRUCTURE					
	Bridge Removal Work 26'x120'x $4		LUMP SUM	All	LUMP SUM	12,500^{00}
	Structure Excavation		Cu Yd	40	10^{00}	400^{00}
	Furnish Pile Driving Equipment		LUMP SUM	All	LUMP SUM	10,000^{00}
	Furnish Prestressed Concrete Piling		Lin Ft	400	12^{00}	4,800^{00}
	Furnish 16" Prestressed Concrete Piling		Lin Ft	560	14^{50}	8,120^{00}
	Drive Prestressed Concrete Piles		Lin Ft	800	2^{00}	1,600^{00}
	Structural Concrete, Class 3300 37cy @ 250		LUMP SUM	All	LUMP SUM	9,250^{00}
	Reinforcement 6100# @ .42		LUMP SUM	All	LUMP SUM	2,562^{00}
	(40x4x15.50) + (225mi x 3.50) 4'x 40'/45' Prestressed Slabs		Each	16	3267^{50}	52,280^{00}
	(50x4x15.50) + (225 x 3.50) 4'x 45'/50' Prestressed Slabs		Each	8	3887^{50}	31,100^{00}
	Two Tube Steel Railing		Lin Ft	260	40^{00}	10,400^{00}
	Membrane Waterproofing		Sq Yd	462	7^{00}	3,234^{00}
						~~$200,327^{00}~~ 203 307

734-1736 (REV. 2-84)

7777

STATE OF OREGON **INTEROFFICE MEMO**

DES 23
15444A

TO: Dale D. Allen
Region 4 Engineer

DATE: February 6, 1985

FROM: John M. Tindall
John M. Tindall
Principal Structural Design Engineer

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 08 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

SUBJECT:

Lost River (Gale Rd.) Bridge Section
Klamath County
Bridge 15444A

Attached are six reduced prints of Drawings 40360, 40361, and 40362 which are the advanced detail drawings for this structure. Also included are four reduced prints of the vicinity map, Drawing 40116.

Please note that concrete bridge approach panels have not been included on this project.

A waterproof membrane has been included. Estimated cost of the membrane of $1.00 per square foot is $4,160.

We estimate the cost of this project to be:

Roadwork	$ 35,000
Structure incl. membrane	150,000
Engineering & Contingencies	37,000
	$222,000

It is planned to call for bids on this project as soon as possible.

Four copies of the advanced plans and vicinity map are for your use in obtaining the approval of Klamath County. Please return one set to this office, stamped with the appropriate approval, as soon as possible.

Please make a field review with the other sets and return one set as soon as possible with comments and corrections noted.

PAA:smd
Attachment
cc Earl Kessler /w/ 2
H. A. Schell /w/2
Specifications /w/ 1 + Estimate sheet(unchecked) and designers notes (Free County Design)
Road Design /w/ 1
~~Program~~ Section /w/ 1
Environmental /w/ 1
Construction /w/ 1
Utilities /w/ 1
Jerry Thackery /w/ 1

81-125-1387

9977

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

F: 2/1/85

91-15

Attention: Right-of-Way Section

Subject: Federal Aid Project No.
Project Name Lost River (Gale Road) Bridge - FAS B-321
Klamath County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Klamath Falls, Oregon, this 1st day of February, 1985

County of Klamath

Certified By:
Regional Right-of-Way Supervisor
Date 2/5/85

Carroll
County Judge/Chairman

Jim Rogers
Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

9977 1-21-85

Lost River (Gale Rd.) Br.

Location Narrative

Section: Lost River (Gale Rd.) Br.

County: Klamath

Highway: Gale Road

Prefix: 518-1994

GENERAL:

This project is located approximately 30 miles south east of Klamath Falls on a Klamath county road named Gale Road. The north end of Gale Road is located in a small community named Lorrela. The Lost River Br. is 1.5 miles south of Lorrela on Gale Road.

The existing 120 ft. long Bridge has (5) 20 ft. timber pile bent spans with timber caps, stringers, and decking. The proposed replacement structure would be 126 ft. long and 32 ft. wide.

Approximately 75 ft. of approach grading and paving will be required on each end of this bridge.

There are private road approaches at or near all four corners of the bridge. This will require a substandard design for the guardrail radius on each corner.

The existing bridge is in poor condition and the county has made it a one lane bridge with a 16 ton posted load limit. They have asked us to Recommend a June letting with a 90 - 120 day construction limit. To help in getting this bridge replaced as soon as possible they will close the road for the duration of the contract.

ALIGNMENT:

The centerline alignment will not change.

TYPICAL SECTION:

The typical section worked up by Ron Noble's office calls for 12 inches of 1" - 0 Aggregate Base and (2) 1 1/2" lifts of Class "B" Asphalt Concrete Mixture.

The slope on the base rock will vary as directed by the Project Manager to stay within the existing roadway side slopes. this will be required to stay inside the R/W.

EARTHWORK:

The excavation quantities are estimated at 200 Cu. Yds. and will become the property of the contractor.

DRAINAGE:

There are large culverts under three of the private road approaches, but they should not need to be extended or be replaced.

GUARDRAIL:

The guardrail for each corner of the new bridge was designed on substandard radii to protect the ends of the bridge and fit inside the existing road approaches without requiring additional R/W.

MATERIAL SOURCE:
A Commercial source is recommended for this project, as small quantities of Aggregate Base, Class "B" A.C.,and concrete are required to complete this project. There are Commercial sources in Klamath Falls.

WATER:
Lost River could be a source for the watering.

UTILITIES:
Pacific Power and Light and United Telephone lines are on the same pole line. Which is located on the right (south) side of the existing bridge and is within thirty feet of the centerline. This would make it within 14 feet of the rt. side of the new bridge. Which could be a safety hazard during construction.

ROAD APPROACHES:
There are 4 private road approaches which will not be paved.

BRIDGE REPLACEMENT:
The existing bridge has (5) 20 ft.timber spans on timber piles. The piles on the end bents have been forced in by the pressure the bridge end fills. This is causing point bearing on the tops of the piles and the caps. The county has found large enough amounts of rot in the piles in the interior bents. They have placed barriers on the bridge to make it a one lane bridge and posted it for 16 tons.
The proposed design for the new bridge will have (2) 63 ft. slab spans using 26" deep by 4 ft. wide slabs (slab design no. 10) to make a 32 ft. wide bridge. The end bents of new bridge have been set back onto the fill approximately 3 ft. on each end to help eliminate the rotation problem. The center bent will require a ice shield on the Rt. side (upstream) to protect it from the winter ice flows in this river.
The foundation Report will be completed by January 25,1985.

SUMMARY:
We are recommending a June, 1985 letting with a 90 to 120 day construction time limit. The county will close the road for the life of the contract to help speed it up and to eliminate a detour.
The Estimated Cost of this project is $293,394 this is $58,606 less than the $352,000 in the Project Request estimate.
A Foundation Report will be submitted by R. J. Van Cleave.

Wayne Coder
Wayne Coder
Asst. Project Manager

7777

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Lost River (Gale Rd.) Bridge	Date January 9, 1985
Highway: FAS B-321	Ten Year Traffic Coefficient 5.6
County: Klamath	18 kip EAL's per day 5
Prefix: 518-1994	R Value 10
Project Manager: Jerry Thackery	Frost Penetration 30"±
	CBE Total Requirement 18.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
3.0"	A.C. Wearing Surface & Base, Class "B" or "C"	6.0"
12.0"	Aggregate Base (1.0"-0)	12.0"
15.0"		18.0"

1.0"	Asphaltic Concrete Wearing Surface & Base	=	2.0"	Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=	2.0"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.8"	Aggregate Base
1.0"	Cement Treated Existing Roadway Material	=	1.5"	Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=	1.0"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
[✓ Region Geologist]
Program Section

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
JAN 10 1985
REFER TO Shelt
R/D ___ ACT ___ [✓ REPLY ___]
DISC ___ INFO ___ [✓ FILE ___]

9177

CCN 19-4
Lost R.

December 13, 1984

Klamath County Board of Commissioners
Courthouse
316 Main Street
Klamath Falls, OR 97601

AGR 4-2

Attention: Evelyn Biehn
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Lost River (Gale Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

9977

2

STATE OF OREGON

INTEROFFICE MEMO

TO: John Wood
Bridge Maintenance Engineer

DATE: December 6, 1984 TRA 6-1

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Lost River Bridge
Gale Road
Klamath County
Load Rating
BR 15444

We have load rated this structure based on the sketches, pictures and the 1983 inspection report that you submitted.

Due to the extensive rot in the timber caps at Bent 4 and 6, there is no functional live load capacity in this structure and it should remain closed to traffic until repairs or replacement is made.

If the deteriorated timbers were replaced with new material and the misaligned caps at Bents 1 and 7 were correctly positioned, the structure would have the following ratings:

MEMBER	INVENTORY	OPERATING
Stringers	HS10	HS14 (25 T)
Caps	HS6	HS9 (16 T)

Under this restored condition, we recommend posting the structure for a maximum gross load of 16 Tons, subject to the considerations listed on the attached sheet.

RAJ:jrb

Attachments

cc: O. Parent

CON 19-1
Lost R.

rll.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-B321(1)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Klamath

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
11-29-84

4. PROGRAM NO.

5. ITEM NO. 50105

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/27/84
8. FEDERAL ROUTE NUMBER Secondary B321
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Lost River (Gale Road) Bridge #15444-108900067

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
XX ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $33,600
FF $26,880
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 11/13/84 subject to FHWA field review.

RECEIVED
STATE HWY ENGR
DEC 3 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 11/29/84
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

7777

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Klamath Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02616

SECTION: Lost River (Gale Road) Bridge #15444 108900067

REGION: 4

Co. Rd.

SURVEY AUTHORITY

AUTHORIZATION NO.: 1

PREFIX: 518-1994

DATE:

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 6,860	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$ 123	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	86	800	935 SOILS		200
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	2,606	2,500	920 PROGRAM MANAGEMENT	143	200	937 HYDRAULICS	1450	1,500
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	101	200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION	42	3,500	950 TRAINING	527	
910 REGION GEOLOGIST	30	300	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	4769	3,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN	3206	8,000	929 Free Br. Spec.		1401 1,000
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES	23	200			

TOTALS	$ 21,372 / $33,600
PREVIOUS AUTHORIZATION	$
ADD. AUTH. REQUIRED	$

RIGHT-OF-WAY PREFIX:

FEDERAL AID PROJECT NUMBER: BRS-B321(1)

LOCATION ENGINEER'S REMARKS:

PROGRAM SECTION

MANAGER ____ RESOURCE UNIT ____

FA UNIT ____ PROGRAM UNIT ____

0 3 1985

REFER TO ____________

R/D ____ ACT ____ REPLY ____

DISC ____ INFO ____ FILE ____

Approved By State Hwy. Engr 5/7/84

PREPARED BY	DATE 10/4/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/23/84
RECOMMENDED, REGION ENGINEER X	DATE 10/4/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 11/21/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11/27/84	

734-1914 (7-82)

9777

November 20, 1984

PRO

Mr. Earl Kessler
Director of Public Works
Veterans Memorial Building
334 Main Street
Klamath Falls, OR 97601

Subject: Lost River (Gale Road) Bridge #15444
Klamath County
HBR On-System Funding

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 8306, the County should submit an advance deposit for the share of the preliminary engineering cost that will be performed by the State.

Estimated P.E. Cost	$ 30,600
Less Free Bridge Design & Specs	(9,000)
Less Federal Funds	(17,280)
County's Share (20%)	$ 4,320
COUNTY'S SHARE AND ADVANCE DEPOSIT	$ 4,300

Please submit your advance deposit in the amount of $4,300 so that work may begin on the project. You may use one of the three opitons described in the attachments.

Very Truly Yours,

ck.
Received
12-17-84
MKS

Gary A. Potter, Manager
Program Section

MKS:me
Attachment
bcc: w/AD #84-137: John Hagedorn, Region 4
Vern Skoog - Please return completed AD #84-137
when advance deposit is received.

9977

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANS[illegible]ORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

11-13-84

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., 1.5 S of Lorella "Lost River (Gale Rd.) Br. Sec."	117	50105	BRS-B321(1)	B321	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Klamath Code 037 Imp. Code 09

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 11 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Class: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) Included in FY '85 AP in 6 Yr. HIP & Exhibit "C".

(3) BR. #15444-108900067 with SR 32.0.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 33,600	30,600
(80%)	FF	$ 26,880	24,480
	STATE	$ 1,800	
	Co.	$ 4,920	

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS: Attached are Parts 1, 2 and 4 of the Project Prospectus and project map.

DDB:bkb Key #02616

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
11-13-84	Original Signed By Wayne F. Cobine for GARY A. POTTER	MANAGER, PROGRAM SECTION

7777

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: FILES

DATE: November 2, 1984

Michael K Shultz

FROM: Mike K. Shultz
Rural Program Coordinator

SUBJECT: Lost R. (Gale Rd.) Br. #15444
Klamath County
HBR On-System Funding

The subject project was approved by H. S. Coulter May 7, 1984 in the Highway Bridge Replacement Program through 1987. The subject project is shown as a 1987 On-Systems Local Project.

No additional right-of-way will be required. Preliminary and construction engineering will be provided by the State. The State will provide a bridge design, plans and specifications at no cost to the County under ORS 366.155(K). Attached are the Project Prospectus forms for distribution.

MKS:pf
Attachment

cc: Hank Wakerlig - Please add to PCS.
W. F. Cobine - Please program with FHWA.
F. E. Terpin
J. B. Boyd
Don Aman
George Strawn
Cam Gilmour
Cost & Records Spec (Location)
L. E. George, w/attach.
W. J. Hart, w/attach.
Ron Noble, w/attach.
R. Trygstad, w/attach.
Don Adams, w/attach.
Steve Macnab, w/attach.
D. D. Allen, Region 4
John Hagedorn, Region 4

CNA #8306
11.6.84
BM

81-125-1387

Contains Recycled Materials

9977 02616

STATE OF OREGON INTEROFFICE MEMO

TO: Gary Potter
Program Section

DATE: October 4, 1984

FROM: John R. Hagedorn JRHagedorn
Region Federal Aid Specialist

SUBJECT: Program Package
Lost River (Gale Road) Bridge #15444 108900067
Klamath County HBR Project

Attached is the program package for the subject package.

The County intends to close the road at the bridge during construction. No additional R/W will be needed.

JRH:br

Enclosures

CC: Cam Gilmour

6/21/84
3R 32.0

CC: Prog. Sec.
Fed Aid
Location
Environ
Bridge

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 16 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

81-125-1387

10/16/84

7771

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02616

SECTION Lost River (Gale Road) Bridge #15444 108900067

REGION 4

STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 0.7 TO	LENGTH 0.1 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Klamath	ROAD/STREET NAME Gale Road
ROUTE # —	FEDERAL AID # FAS B-321	APPLICANT (IF OTHER THAN STATE) Klamath County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 28.	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 43.		STRUCTURES (✓)	X	RELOCATIONS (#)	0
STRUCTURES	$ 207.		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 2.				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 100.		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 352.	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 380.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 87	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1987

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	150	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Existing bridge is functionally and structurally obsolete.

PROPOSED SOLUTION

Replace with wider bridge.

REQUESTED, REGION ENGINEER X	DATE 10/4/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS,** whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02616

SECTION
Lost River (Gale Road) Bridge #15444 108900067

REGION
4

PROJECT JUSTIFICATION

HBR project selected for replacement; approved by ODOT Commission and Klamath County.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

SECTION Lost River (Gale Road) Bridge #15444 108900067	KEY ID # 02616 REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	S	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	A	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

UTILITIES	E (LIST BELOW)
COMPANIES PP & L & United Telephone--Overhead on same poles	
DESIGN SPEED 55	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
							11	×	11							
				4			12		12			4	At Bridge ends.			

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Stone base	12"				
Asph. Conc.	3"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	120	32	$ 192,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

9777

FEDERAL AID PROJECT REQUEST

02616

10-4-[illegible] Date: ____________

Applicant Agency Klamath County

Request for: Off System ______, FAS-C ______, FAUS ______, Project HBR

Federal Aid Route No. FAS-B 321 Route Name Gale Road

Project Length 0.1 Mi. Project Location (attach sketch map)

Project Description Replace existing bridge, widen immediate approaches, install guardrail protection.

Average Daily Traffic 150 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width ______ Travel Lanes ______ Shoulders ______

Medians ______ Parking ______

Sidewalks ______

Remarks ______

2. Desired Roadway Cross Section: (Attach sketch)

Width ______ Travel Lanes ______ Shoulders ______

Medians ______ Parking ______

Curbed ______ Length Curb Radii ______

Sidewalk/Bikeway ______

Remarks ______

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ______ No X

3. Will additional right-of-way be needed? Yes ______ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ______ No ______

Remarks ______

TRAFFIC CONTROL DATA

1. Existing Signalization and Location:
None

2. Proposed Signalization:
Location None
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:
Include in project or by applicant? Applicant

4. Permanent Striping:
Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:
None

2. Proposed Illumination:
Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:
Location 0.2 mile east of Langell Valley Road
Type Wood
Approach Roadway Width 23' Shoulder Width None
Length 120' Width 24'
To remain in place? No

2. Proposed Structure:

Location Same as existing

Approximate Size: Length 120' Width 32'

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? Yes

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement Earl Kessler, P.W.D. Road Department Office
2. Environmental " " " Office
3. Public Hearing " " " Office

Remarks

II. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:
   Applicant________ State X Consultant________
2. Project construction engineering to be performed by:
   Applicant________ State X Consultant________
3. Will applicant perform any work prior to or after award of contract?
   Yes X No________
   If "yes" describe briefly: County to provide detour signing during construction. Gale Road to be closed at the bridge site.
4. Applicant's estimate of cost for requested project:

Roadway work	$ 20,000.
Structures	192,000.
Guardrail	5,000.
R/W Costs (if participating)	
Railroad	
Illumination	
Other Remove existing bridge	15,000.
Mobilization and traffic control	20,000.
Construction engineering and contingencies (40%)	100,000.
Preliminary engineering	28,000.
PROJECT TOTAL	$ 380,000.

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF________ and/or Klamath COUNTY

BY:________ BY: Roger Hamilton
Chairman

BY:________ BY: Carroll Fred Gerhart
Commissioner

BY:________
Commissioner

9977

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Klamath Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02616

SECTION Lost River (Gale Road) Bridge #15444 108900067

REGION 4

Co. Rd.

SURVEY AUTHORITY

AUTHORIZATION NO

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 10,000.	$	915 AUDITS	$	$	933 SURFACE DESIGN	$ -0-	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY	-0-	
903 LOCAL GOVERNMENT			918 LOCATION	800		935 SOILS	200	
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	2,500		920 PROGRAM MANAGEMENT	200		937 HYDRAULICS	1,500	
906 BRIDGE DESIGN	-0- ~~8,000~~		921 SPECIFICA-TIONS	1,500 ~~2,500~~		938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	-0-		923 ENVIRONMENTAL SECTION	500 ~~3,500~~		950 TRAINING	-0-	
910 REGION GEOLOGIST	300.		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	-0-		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	3,500.		980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	200.		927 FREE BRIDGE DESIGN		8000	929		1000
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES	200				

TOTALS	30,600 $ ~~33,600~~	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

OK
E

11-6-84
ch.

PREPARED BY	DATE 10/4/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 10/4/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

1985 Springfield-Leaburg Sec, 9978
McKenzie Hwy. @ Springfield.
(paving)

9978

✓

May 21, 1986

CON 5 - #9978

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

On February 10, 1986, we wrote to you concerning release of final payment on Contract No. 9978 awarded to Wildish Corvallis Construction Co. for paving on the Springfield-Leaburg Section of the McKenzie Highway in Lane County.

Final payment on this contract is $6,441.41 and the total contract amount is $341,225.53 including $651.26 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

97-8

N

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
9938 & 9978

RECEIVED
STAT. HWY ENGR
MAY 01 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: William Quinn
Region 3 Construction Engineer

DATE: April 30, 1986

FROM: Gerald Wimer Gerald Wimer
Construction Operations Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Hubbard Creek Bridge, Contract No. 9938
Springfield-Leaburg, Contract No. 9978

At the recent Construction Engineers' meeting, you handed me the Quality Control Feedback Report on Contract No. 9938, and one feedback page from Contract No. 9978. Also attached was a summarization of what your office deemed inappropriate comments.

We both could make a mountain out of this mole hill. We each have better things to do.

However, I think there are some things you want to hear from me, or in this case, see:

1. We are in the process of rewriting our "Interoffice Memo" relative to material quality and related records. Remember, this is a universal letter to:

    a. Document completion of our review.
    b. For your information and education, about deficiencies to avoid in the future.
    c. Provide you an opportunity to make corrections in the current record.

    We want to devise a form to better distinguish between material quality and record quality. Your office should supply that overview with respect to the Project Managers' records and actual materials. The Quality Control office then simply reports its review of your office's analysis.

    A suggested draft is attached. Do you agree with its' format? If we don't hear from you within two weeks, we'll assume you agree and proceed to use it. We expect Regions to furnish the information for their portion but lacking that information, we'll make our own analysis of the Project Managers' records. Also, if we cannot agree with the Regions' analysis, we'll so indicate.

2. I will make a policy statement, hopefully in the near future, relative to temporary materials. The Construction Manual on page 106.08-12, shows "No testing or material inspection required" for Flaggers. It shows FIR's for other temporary materials. My statement will likely reinforce those examples.

81-125-1387

For your information, I am attaching Dave Glenn's more detailed review of the Hubbard Creek Bridge material quality and related records. Now that the door has been reopened, please provide an explanation of what basis a 'C' value of 16.7 should be accepted on this project. Lacking that, an analysis of the values that should be considered non-participating.

GW:mk

Attach.

cc: W. E. Schwartz/attach.
Jack Sullivan/attach.
Dave Glenn/attach.

04295M

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6509 FILE: CON 5

TO: Region Construction Engineer **DATE:**

FROM: M. D. Glenn, Quality Control Supervisor
Construction Section

SUBJECT: Project Name:

Contract No.:

Your findings of the review of the Test Result Summary and other supporting documentation, and the cursory reviews by the Materials and Construction Sections, are attached and indicate the following:

	Region Review	P.M. Records	Materials Utilized
Commendable Job	☐	☐☐	☐☐
Deficiencies as Noted	☐	☐☐	☐☐

Any further data or explanation you can furnish that would eliminate any noted deficiencies should be submitted to the Materials Section.

MDG:mk

Attach.

cc: Project Manager ____________________________
Region Assurance Specialist ____________________________
Materials Engineer
Construction Project Files
Quality Control File

10172M

81-125-1387

HIGHWAY DIVISION

FINAL MATERIAL REVIEW REPORT

SHEET

PROJECT NAME (Section): Springfield - Leaburg.

CONTRACT NO. 9978

I have reviewed the material quality records for the following items — all items

PREFIX 020-1559

PREPARED BY	DATE	REVIEWED BY	DATE
Don Jenks.	1-6-86	C.W.	1-16-85

ITEM NOS. — COMMENTS OR PROBLEMS AND EXCEPTIONS, CORRECTIVE ACTIONS AND PRICE ADJUSTMENTS FOUND DURING THIS REVIEW THAT WERE NOT SUMMARIZED ON THE FIELD JOB CONTROL CERTIFICATION.

BI #5 Flaggers —
No F.I.R. showing flaggers were properly attired.

BI #6 Pilot Car —
No F.I.R. showing pilot car was properly equiped.

TEST SUMMARY (B)

INITIAL PREPARER AND DATE	RON HANLEY 3/1/85
REVIEWERS AND DATES	10-22-85 Mauel Michael Kaff 1-86
UNIT	Lump Sum
ORIGINAL QUANTITY	All
FINAL QUANTITY	100%
ITEM DESCRIPTION	504 Portland Cement Concrete (Structurally CRITICAL) PCC MIXTURE (CLASS 4500)

COLUMN	SPECIAL REQUIREMENTS, INSTRUCTIONS OR SPECIFICATIONS
B	Water Quality; by "FIR" or send sample to Materials
C	Sample not necessary if mix design from source with
D,E, F,G	Report testing for each set of strength test cylinde
M	Strength; report Slump, Unit Weight, Air Content an

LINE	DATE OF SAMPLE, TEST OR INSPECTION	SAMPLE DATA SHEET NO.	REPORT ABBR. OR FORM 734-	REPORT NO.	A INFORMATIONAL	B QUALIFYING	C MIX DESIGN	D SLUMP	E UNIT WEIGHT	F AIR CONTENT	G BATCHED PROPORTIONS	H STRENGTH	I CHECK	J INSPECTION	K MANUFACTURER CERTIFICATION	L COMPLIANCE STATEMENT	M PROGRESS	N FINAL	O INSPECTION	IN COMPLIANCE INCORPORATED QUANTITY	NON-COMPLIANCE INCORPORATED QUANTITY	REMARKS, DESCRIPTIONS, EXPLANATIONS AND SUM
FREQUENCY OR NUMBER REQUIRED						ONE/PROJECT	ONE/PROJECT	AS NECESSARY	AS NECESSARY	AS NECESSARY	AS NECESSARY	3 CYL/100 CY OR DAY; 2 MIN.					3 CYL/2,000 CY		AT RANDOM			
1	2-1-85	85-2177 A-37854	3071	1		1														ALL	0	WATER
2	2-1-85	85-2178 A-37855		2		1														ALL	0	AIR ENTRAINING AGEN
3	3/12/85	85-2175 AB-33153		3		1	1															FOR MIX DESIGN 3/
4	3/12/85	85-2176 AB-33154		4		1	1															FOR MIX DESIGN 3/
5	6/24/85	C-48934 C-48935	3469	5				2	2	2	2	14					1			196 C.Y.	0	F.I.R. #1
6	3/26/85			6			1													ALL	0	LAB #85-4887 MIX DESIGN
7	6/20/85	C-48034	3573	7				1	1	1	1	6					1					
8	6/20/85	C-48035	3573	8				1	1	1	1	8										
9	1/30/85	AB 33152	1792	9	1								1							ALL	0	FIELD CHECK GRADATION- 1½"-3/4" LAB #85-2174
10	1/30/85	AB 33153	1792	10	1								1							ALL	0	FIELD CHECK-GRADATION- 3/4"-#4 LAB #85-2
11	2/5/85	AB-33154	1792	11	1								1							ALL	0	FIED CHECK-GRADATION- 3/8"-0 LAB #85-217
12	3/12/85	85-2174 AB-33152	3880	12		1	1													ALL	0	~~FOR MIX DESIGN 1½"-~~
13	2/28/85	C-57714	3573	13								3										LAB #85-2850-52 BRID TRIAL BATCH 7 D
	3/21/85	C-57714	3573	13								3										LAB #85-2853-55 BRID TRIAL BATCH 28 DA
	/20/85		3469	14									1							(F.I.R. #2	CEMENT)	~~F.I.R. #3 FORMING METHO~~
	/12/85	85-1394 46292	3469	15									1									F.I.R. #4 WATER REDUCER
	27/85	85-12000 C-48935	3573	16								2										SEE LAB #12001 ALSO 7 DAY BREAKS SE
	/85		3469	17										1								F.I.R. #5 WATER
																				196 C.Y.	0	

(6-83)

MMARY (B)

ER AND DATE
ANLEY 3/1/85

D DATES
22-85 J Lowe
chael Kaff 1-86

UNIT	ORIGINAL QUANTITY	FINAL QUANTITY	ITEM DESCRIPTION	
Lump Sum	All	100%	504 Portland Cement Concrete (Structurally CRITICAL) PCC MIXTURE (CLASS 4500)	42

COLUMN / SPECIAL REQUIREMENTS, INSTRUCTIONS OR SPECIFICATIONS

B Water Quality; by "FIR" or send sample to Materials Section.

C Sample not necessary if mix design from source within last year.

D,E, F,G Report testing for each set of strength test cylinders submitted.

M Strength; report Slump, Unit Weight, Air Content and Batched Proportions.

	SAMPLE DATA SHEET NO.	REPORT ABBR. OR FORM 734-	REPORT NO.	A INFORMATIONAL	B QUALIFYING	C MIX DESIGN	D SLUMP	E UNIT WEIGHT	F AIR CONTENT	G BATCHED PROPORTIONS	H STRENGTH	I CHECK	J INSPECTION	K MANUFACTURER CERTIFICATION	L COMPLIANCE STATEMENT	M PROGRESS	N FINAL	O INSPECTION	IN COMPLIANCE INCORPORATED QUANTITY	NON-COMPLIANCE INCORPORATED QUANTITY	REMARKS, DESCRIPTIONS, EXPLANATIONS AND SUMMARIES OF NON-COMPLIANCE RESULTS
FREQUENCY OR NUMBER REQUIRED					ONE/PROJECT	ONE/PROJECT	AS NECESSARY	AS NECESSARY	AS NECESSARY	AS NECESSARY	3 CYL/100 CY OR DAY; 2 MIN.					3 CYL/2,000 CY		AT RANDOM			
85	85-2177 A-37854	3071	1		1														ALL	0	WATER
5	85-2178 A-37855		2		1														ALL	0	AIR ENTRAINING AGENT
5	85-2175 AB-33153		3		1	1															FOR MIX DESIGN 3/4"-#4 AGG.
85	852176 AB-33154		4		1	1															FOR MIX DESIGN 3/8"-0 SAND
/85	C-48934 C-48935	3469	5				2	2	2	2	14					1			196 C.Y.	0	F.I.R. #1 ?
/85			6			1													ALL	0	LAB #85-4887 MIX DESIGN
85	C-48934	3573	7				1	1	1	1	6					1					?
85	C-48935	3573	8				1	1	1	1	8										
/85	AB 33152	1792	9	1								1							ALL	0	FIELD CHECK GRADATION - MIX DESIGN 1½"-3/4" LAB #85-2174
85	AB 33153	1792	10	1								1							ALL	0	FIELD CHECK-GRADATION-MIX DESIGN 3/4"-#4 LAB #85-2175
5	AB-33154	1792	11	1								1							ALL	0	FIED CHECK-GRADATION-MIX DESIGN 3/8"-0 LAB #85-2176
85	85-2174 AB-33152	3880	12		1	1													ALL	0	~~FOR MIX DESIGN~~ 1½"-3/4" AGG.
85	C-57714	3573	13								3										LAB #85-2850-52 BRIDGE DECK TRIAL BATCH 7 DAY BREAK
85	C-57714	3573	13								3										LAB #85-2853-55 BRIDGE DECK TRIAL BATCH 28 DAY BREAK
85		3469	14									1							(F.I.R. #2	CEMENT)	~~F.I.R. #3 FORMING METHODS AND DETAILS~~
85	85-1394 46292	3469	15									1							=		F.I.R. #4 WATER REDUCER
/85	85-12000 C-48935	3573	16								2										SEE LAB #12001 ALSO 7 DAY BREAKS SET #2
85		3469	17										1								F.I.R. #5 WATER
																			196 C.Y.	0	

(6-83)

7772

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- 21205 (Risk)
8827 (Hwy.)
R- ______________

Reported to Commission: ______________

Name of Case: LEMON, DARYL "CASEY", et al v. WILDISH CONST. CO., et al

Cause of Action: Personal injury (accident) County: Lane

Demands of Plaintiff: General: $300,000.00/$165,000.00

Settlement: ______________

REMARKS: Defense tendered to Wildish Construction Company and tender has been accepted. Attorneys for Wildish shall be reporting directly to Risk Management.

Signature of Attorney

John R McCulloch Jr
Concurrence of Chief Counsel

cc: John McCulloch
M. M. Mead
Adele Egan
Marilyn McHugh

John R. McCulloch, Jr. February 19, 1986
Chief Trial Counsel

James E. Griffin
Assistant Attorney General

Lemon, et al v. Wildish Construction Co., et al
Lane County Circuit Court Case No. 16-86-00203
File No. 125-073-L21205

CLOSING REPORT (TORT)

This claim for serious personal injuries to several different claimants, in two unrelated accidents at two different points in time on the same stretch of highway, has been tendered to codefendant Wildish Construction Company, and the tender has been accepted. The attorneys for Wildish will be reporting directly to Risk Management.

JEG/jep

cc: Dave Frohnmayer
William F. Gary
Kendall Barnes
Risk Management

9978

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9978

TO: Robert Gormsen
Manager, Commission Services

DATE: February 7, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9978, On Site Work Substantially Completed July 12, 1985

All Work Completed October 18, 1985

Project Springfield-Leeburg

Highway McKenzie

County Lane

Type of Work Paving

Contractor Wildish Corvallis Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety letter written - 2-10-86

Rec'd
2/7/86

81-125-1387

Griffi

1/22/86
LOFI MC / M.T/S

In the Circuit Court of the State of Oregon

for the County of Lane

L-8827

DARYL "CASEY" LEMON, MARVIN CESSNA, and MICHAEL CESSNA, co-personal representatives for the estate of DOLORES CESSNA,

Plaintiff

vs.

WILDISH CONSTRUCTION COMPANY and THE STATE OF OREGON ex rel THE STATE HIGHWAY DIVISION OF THE DEPARTMENT OF TRANSPORTATION,

DEFENDANTS,

RUTH CALLAN

PLAINTIFF,

WILDISH CONSTRUCTION COMPANY and THE STATE OF OREGON ex rel THE STATE HIGHWAY DIVISION OF THE DEPARTMENT OF TRANSPORTATION,

Defendant

No. 1686C203

SUMMONS

To DAVE FROHNMAYER
Attorney General
Justice Building
Salem, Oregon 97310

Defendant.

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

/s/ Stephen C. Hendricks
SIGNATURE OF OREGON RESIDENT ATTORNEY

Stephen C. Hendricks
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Multnomah } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

ATTORNEY OF RECORD FOR PLAINTIFF(S)
Stephen C. Hendricks

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: *You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.*

/s/ Stephen C. Hendricks
ATTORNEY(S) FOR PLAINTIFF(S)
Stephen C. Hendricks

Post office address at which papers in the above entitled action may be served by mail.

STEPHEN C. HENDRICKS, P.C.
ATTORNEY FOR PLAINTIFF
621 S. W. Alder, Suite 510
Portland, Oregon 97205
Telephone (503) 241-5629

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LANE

DARYL "CASEY" LEMMON, MARVIN CESSNA, and MICHAEL CESSNA, co-personal representatives for the estate of DOLORES CESSNA, Plaintiffs, v. WILDISH CONSTRUCTION COMPANY and THE STATE OF OREGON ex rel THE STATE HIGHWAY DIVISION OF THE DEPARTMENT OF TRANSPORTATION, Defendants.	No. CONSOLIDATED COMPLAINT (Action for Wrongful Death: Action for Personal Injuries)
RUTH CALLAN, Plaintiff, v. WILDISH CONSTRUCTION COMPANY and THE STATE OF OREGON ex rel THE STATE HIGHWAY DIVISION OF THE DEPARTMENT OF TRANSPORTATION, Defendants.	CERTIFIED A TRUE COPY ATTORNEY FOR

For claim for relief, plaintiffs Lemmon, Cessna and Cessna allege:

(Ultrahazardous Activity)

1.

Plaintiffs Daryl Lemmon, Marvin Cessna, and Michael Cessna are the duly appointed personal representatives for the

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estate of Dolores Cessna.

2.

The defendant State of Oregon, acting through the State Highway Division of the Department of Transportation, let a contract to defendant Wildish Construction Company for the resurfacing of the McKenzie Highway (Highway 126) from the City of Springfield to the City of Leaburg on or about March, 1985.

3.

Defendant Wildish Construction Company started resurfacing the McKenzie Highway pursuant to the contract, and was so engaged on July 8th and 9th, 1985. Defendant State of Oregon supervised the progress of defendant Wildish's performance under the contract prior to and including July 9, 1985.

4.

Pursuant to the contract, on or about July 8, 1985 defendant Wildish Construction Company covered a portion of the roadway approximately 10 (ten) miles east of Springfield with an emulsified agent, and then covered the emulsified agent with small diameter rock.

5.

The small diameter rock reduced the traction on the McKenzie Highway significantly, thereby creating an ultrahazardous road condition.

6.

The resurfacing process necessarily created an ultraharzardous road condition, which could not be corrected by the exercise of the utmost care.

7.

On July 9, 1985, at approximately 8:15 a.m. Dolores Cessna was operating her 1976 Datsun B-210 automobile eastbound on the McKenzie Highway approximately ten (10) miles east of Springfield. Mrs. Cessna lost control of her vehicle because of the ultrahazardous road condition created by the loose gravel and dust, and slid across the passing lane and into the west bound lane in front of a log truck; a collision occurred between the two vehicles causing Mrs. Cessna's death.

8.

As a result of the ultrahazardous road condition created by defendants, co-personal representatives request the following damages allowable under Oregon's wrongful death statute, ORS 30.020 as follows:

1. Reasonable charges for burial services and memorial services in the sum of $3,000.00 (Three Thousand Dollars);

2. Just, fair, and reasonable compensation for the decedent's pain and suffering between injury to the decedent and the decedent's death in the sum of $100,000.00 (One Hundred Thousand Dollars);

3. Just, fair, and reasonable compensation for the pecuniary loss to the decedent's estate in the sum of $100,000.00 (One Hundred Thousand Dollars); and

4. Just, fair, and reasonable compensation for the

decedent's children for pecuniary loss and for the loss of the society, companionship, and services of the decedent in the sum of $1,000,000.00 (One Million Dollars).

9.

(Negligence)

Plaintiffs incorporate by reference paragraphs 1 through 5, 7, and 8.

10.

Mrs. Cessna's death was caused by the negligence of defendant Wildish Construction Company in one or more of the following particulars:

1. In applying an emulsified agent contrary to the contract specifications, thereby requiring increased small rock to soak up the excess aggregate, creating a dangerous road condition;

2. In failing to warn the decedent about the dangerous road conditions in one or more of the following ways:

(a) In failing to post proper signs indicating either loose gravel or dangerous road;

(b) In failing to post a flagman; and

(c) In failing to use a pilot car to guide traffic through the dangerous area.

3. In failing to post a reduced speed through the area containing excess gravel;

4. In failing to clean the excess emulsified agent with some method other than placing excess rock over it so as to improve traction;

5. In failing to remove the excess rock in a reasonable amount of time in order to prevent a dangerous condition;

6. In failing to correct a hazardous dust condition by removal of rock or by some other method; or

7. In failing to cover up a "Passing Lane Ahead" sign when passing was not safe.

11.

Mrs. Cessna's death was caused by the negligence of defendant State of Oregon in one or more of the following particulars:

1. In failing to properly supervise defendant Wildish Construction Company in their performance of the contract;

2. In failing to require the proper emulsified agent;

3. In failing to prevent Wildish Construction Company from laying excess gravel;

4. In failing to require Wildish Construction Company to post proper warning signs;

5. In failing to require Wildish Construction Company to remove the excess gravel creating a dangerous condition; or

6. In failing to require Wildish Construction Company to correct a hazardous dust condition.

For claim for relief, plaintiff Callan alleges:

(Ultrahazardous Activity)

12.

Incorporates by reference paragraphs 2, 3, 4, 5, and 6.

13.

On July 8, 1985 at approximately 9:00 p.m. plaintiff Ruth Callan was operating her 1985 Dodge automobile eastbound on McKenzie Highway approximately ten (10) miles east of Springfield. Mrs. Callan lost control of her vehicle because of the ultrahazardous road condition created by the loose gravel and dust, and slid across the passing and westbound lanes into the ditch on the south side of the road.

14.

As a direct result of the ultrahazardous road conditions created by defendants, Mrs. Callan received serious personal injuries, including a broken arm. Mrs. Callan has endured pain, suffering and mental anguish to her general damage in the sum of $150,000.00 (One Hundred Fifty Thousand Dollars).

15.

Mrs. Callan has required medical care for her injuries in the sum of $10,000.00 (Ten Thousand Dollars). This care is continuing and shall be interlineated at the time of trial.

16.

Mrs. Callan has lost wages in the sum of $5,000.00 (Five Thousand Dollars).

(Negligence)

17.

Plaintiffs incorporate by reference paragraphs 2, 3, 4, 5, 13, 14, 15, and 16.

18.

Mrs. Callan's injuries were caused by the negligence of defendant Wildish Construction Company in one or more of the following particulars:

1. In applying an emulsified agent contrary to the contract specifications, thereby requiring increased small rock to soak up the excess aggregate, creating a dangerous road condition;

2. In failing to warn the decedent about the dangerous road conditions in one or more of the following ways:

(a) In failing to post proper signs indicating either loose gravel or dangerous road;

(b) In failing to post a flagman; and

(c) In failing to use a pilot car to guide traffic through the dangerous area.

3. In failing to post a reduced speed through the area containing excess gravel;

4. In failing to clean the excess emulsified agent with some method other than placing excess rock over it so as to improve traction;

5. In failing to remove the excess rock in a reasonable amount of time in order to prevent a dangerous condition;

6. In failing to correct a hazardous dust condition by removal of rock or by some other method; or

7. In failing to cover up a "Passing Lane Ahead" sign when passing was not safe.

11.

Mrs. Callan's injuries were caused by the negligence of defendant State of Oregon in one or more of the following particulars:

1. In failing to properly supervise defendant Wildish Construction Company in their performance of the contract;

2. In failing to require the proper emulsified agent;

3. In failing to prevent Wildish Construction Company from laying excess gravel;

4. In failing to require Wildish Construction Company to post proper warning signs;

5. In failing to require Wildish Construction Company to remove the excess gravel creating a dangerous condition; or

6. In failing to require Wildish Construction Company

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to correct a hazardous dust condition.

WHEREFORE, plaintiffs Lemmon, Cessna, and Cessna pray for judgment against defendant Wildish Construction Company in the sum of $1,203,000.00 (One Million Two Hundred Three Thousand Dollars) and plaintiffs pray for judgment against the State of Oregon in the sum of $300,000.00 (Three Hundred Thousand Dollars), as well as their reasonable costs and disbursements incurred herein, and

WHEREFORE, plaintiff Ruth Callan prays for judgment against defendants, and each of them in the sum of $165,000.00 (One Hundred Sixty-five Thousand Dollars) plus plaintiff's reasonable costs and disbursements incurred herein.

Dated this 31st day of December, 1985.

STEPHEN C. HENDRICKS, P.C.

/s/ Stephen C. Hendricks
Stephen C. Hendricks
OSB#79265
Trial Attorney

Dated this 16th day of January, 1986

BRUCE C. MOORE, P.C.

S/ Bruce C Moore
Bruce C. Moore
OSB#80315
Trial Attorney

1177

Report No. 22

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Springfield - Leaburg		WEEK ENDING November 9, 1985
		SECTION PREFIX C09978
	HIGHWAY McKenzie Highway	COUNTY Lane
NAME OF JOB Springfield - Leaburg	KIND OF WORK Paving	
CONTRACTOR Wildish Corvallis Const. Co.	CONTRACT NUMBER C09978	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT March 19, 1985	DATE WORK STARTED May 27, 1985	ESTIMATED COMPLETION DATE July 12, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED 4
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 401,591.38	SPECIFIED COMPLETION DATE June 30, 1985	PERCENT OF TIME ELAPSED N/A
EXCLUSIVE OF ENGINEERING: $ 369,747.13	ENGINEERING AUTHORIZATION $ 31,844.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 354,625.00	ENGINEERING COST TO DATE $ 32,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96%
ESTIMATED PERCENT: Underrun 3.6 %	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED: July 12, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				5.2	
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				9650	
TOTAL QUANTITIES CORRECTED TO DATE				9650	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				9620	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		Job Complete
MONDAY				Job Complete
TUESDAY				Job Complete
WEDNESDAY				Job Complete
THURSDAY				Job Complete
FRIDAY				Job Complete
SATURDAY				Job Complete

Report #22

C09978

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11/09/85

11/03/85 SUNDAY	Job Complete.
11/04/85 MONDAY	Job Complete.
11/05/85 TUESDAY	Job Complete.
11/06/85 WEDNESDAY	Job Complete.
11/07/85 THURSDAY	Job Complete.
11/08/85 FRIDAY	Job Complete.
11/09/85 SATURDAY	Job Complete.

REMARKS

First Notification - 5/27/85.

Second Notification - 7/12/85.

Third Notification - 10/18/85.

This will be the last report.

SIGNED Charles F. Hemenway
Charles F. Hemenway, Proj. Mgr.
LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

5-7-1

NOTED
W. E. SCHWARTZ

July 8, 1985

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, Oregon 97401

CON

Time Extension Request
Springfield - Leaburg Section
Contract No. 9978

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 30 calendar days of contract time due to late receipt of an A.C. mix design from the state. Your request states that a mix design was requested on April 23, 1985 and received on June 10, 1985--some 22 calendar days longer than the 25 days provided in the contract for mix design. The remaining eight calendar days requested appear to be based on your schedule convenience.

Our records indicate that you did submit a request on April 23 for an A.C. mix design, however, this request was premature and did not conform to the aggregate production quantity requirements of Section 403.13 of the contract Supplemental Standard Specifications for Asphalt Concrete Pavement. It was not until May 9, 1985 that you had produced sufficient quantities for the State to consider your request for a mix design. The class "c" Asphalt Concrete mix proportion (mix design) were provided to you by telephone on June 6, 1985--three calendar days beyond the 25 days allowed by the contract.

A contract time adjustment of an additional three calendar days is accordingly granted. The adjusted contract time of completion for this project is July 3, 1985.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager Chuck Hemmenway.

/s/ C. O. Fredrickson

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:lmf sl

bc H. S. Coulter
C. O. Fredrickson
J. J. Gix w/att.
Chuck Hemmenway w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bill Quinn
Region Construction Engineer

DATE: June 18, 1985

FROM: Charles F. Hemenway Charles F. Hemenway
Project Manager

SUBJECT: Time Extension
Springfield - Leaburg Sec.
McKenzie Highway
Lane County
Contract No. C09978

Enclosed is a copy of Wildish Corvallis Construction Co.'s request for a time extension. Below listed are some of the items from their letter and my comments.

Request for Mix Design submitted April 23, 1985. This is true however, they did not have enough material produced to supply the lab with averages until May 9, 1985. This would make the 25th day from submission June 3,85. The "C" Mix proportions were made available, by phone, June 6, 1985. The placement of the "C" Mix was completed on June 13, 1985 and the "F" Mix was made available June 11, 1985 so it was available as soon as it could have been used.

I recommend the contractor be allowed three (3)days for the delay of the Mix Design. As for the State receiving a better product by changing to a July 30 completion, it is my understanding that the early completion date is to allow for a longer cure time before winter.

7-5-85

W. E. Schwartz -
I concur with the Project Manager (Region also concurs)
and recommend a time extension of 3 C.D.

O. B. Jackmond

CFH:tm

cc: file

REGION

21 1985

1-123-1307

Contains Recycled Materials

1985 E. Fork Dry Cr. Culvert Sec, 9979
Wasco-Heppner Hwy. W. Heppner.
(gr, pav, and culvert)

9979 jc cc: OSHD (Rulien) 9979 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Morrow	DIVISION Oregon
DATE OF REPORT March 13, 1986	REPORT MADE BY 3-13-86 C. O. Fredrickson, Construction Engineer		PROJECT NO. BRS-149(2)
COMPLETION DATE (Actual) July 29, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY January 15, 1986	TIME ELAPSED 98 %	CONTRACT TIME 120 CD

LOCATION **East Fork Dry Creek Culvert Section of the Wasco-Heppner Highway approximately 24 miles west of Heppner**

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
MAR 24 '86
REFER TO Fredrickson
cr 3/24
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1. Description of Improvement as Programed:
   - A. Roadway grading.
   - B. Construction of asphalt concrete pavement.
   - C. Construction of guardrail.
   - D. Construction of a galvanized steel or aluminum structural plate pipe arch.
   - E. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Kniesteadt & Sons
3. Contract Amount: $114,972.70
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

NOTED
W. E. SCHWARTZ

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by S. Carter Area Engr.		SIGNATURE Original Signed G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE [illegible]	TITLE Field Operations Engineer	DATE MAR 1986

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

January 30, 1986

CON 5
#9979

Contractors Bonding and Insurance Company
P.O. Box 12053
Portland, OR 97212

Contract No. 9979 awarded to Kniesteadt & Sons for work on the East Fork Dry Creek Culvert Section of the Wasco-Heppner Highway in Morrow County was completed on October 3, 1985, and accepted by the State Highway Division on January 15, 1986.

Final payment in the amount of $2,000.00 will be released to the contractor after February 5, 1986. The total contract amount is $114,972.70 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Kniesteadt & Sons
121 West Tenth Street
The Dalles, OR 97058

Contractors Bonding and Insurance Co.
1213 Valley Street
Seattle, WA 98109

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
R. D. Hector

9979

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 15, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9979, On Site Work Substantially Completed July 29, 1985

All Work Completed October 3, 1985

Project East Fork Dry Creek Culvert

Highway Wasco-Heppner

County Morrow

Type of Work Grading, Paving and Culvert

Contractor Kniesteadt & Sons

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted
RGormsen

1-30-86 - Surety letter written.

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

1779

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION No. 16
East Fork Dry Creek Culvert

WEEK ENDING July 27, 1985

SECTION PREFIX 125-1079

HIGHWAY Wasco - Heppner

COUNTY Morrow

NAME OF JOB East Fork Dry Creek Culvert

KIND OF WORK Grading, Paving and Culvert

CONTRACTOR Kniesteadt & Sons

CONTRACT NUMBER 9979

FEDERAL AID PROJECT NUMBER BRS-149(2)

DATE OF CONTRACT March 20, 1985

DATE WORK STARTED April 8, 1985

ESTIMATED COMPLETION DATE July 31, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS A: ALL

SPECIFIED CALENDAR DAYS 120 CD

WORK DAYS USED A: ALL

CALENDAR DAYS USED 116

PROJECT AUTHORIZATION: $ 133,930

EXCLUSIVE OF ENGINEERING: $ 123,310

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 123,310

ESTIMATED PERCENT: OVERRUN UNDERRUN 0.0 %

SPECIFIED COMPLETION DATE July 31, 1985

ENGINEERING AUTHORIZATION $ 10,620

This Week 0

ENGINEERING COST TO DATE $ 10,748

PERCENT OF AUTHORIZATION 101 %

PERCENT OF TIME ELAPSED 97

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0		0	0	0	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		0.0			0.0
MILES PARTIALLY COMPLETED		0.0			0.0
MILES COMPLETED		0.0			0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)		675tn			255tn
TOTAL QUANTITIES CORRECTED TO DATE		720tn			302tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		720tn			302tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	5638A						
PERCENT	98						

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	21		110		
MONDAY	22	Clear	111		
TUESDAY	23	Clear	112		
WEDNESDAY	24	Clear	113		
THURSDAY	25	Clear	114		
FRIDAY	26	Clear	115		
SATURDAY	27		116		

CE E CAE __ RECEIVED LS__ TC__
COE__ OM__ SA__ CC__
OE ______ JUL 29 1985 FE__ CP__
CA______ PQC__
CAM ______ CONSTRUCTION QCS__
EEO ______ SECTION FILE.__

CONTR. NO: 9979

DATE: July 26, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

21 **SUNDAY**	No activity
22 **MONDAY**	No activity.
23 **TUESDAY**	No activity.
24 **WEDNESDAY**	No activity.
25 **THURSDAY**	No activity.
26 **FRIDAY**	No activity.
27 **SATURDAY**	No activity.

REMARKS

STATUS: No activity.

NEXT WEEK: No activity.

SIGNED
T. A. Penner, Proj. Mgr.

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

U.S. ENVIRONMENTAL PROTECTION AGENCY
REGION X
1200 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

PROGRAM SECTION
4/23/85
cc: FHWA
State Highway Engineer
Location Unit
Right of Way Section
Road Design Section (2)
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
R.D. Hector, Region 5 Engr. *
H.W. Oswald, Dist. 12 Maint. Sup.

*Inform P.M.

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO
FOR

Info	Invest	R/D	O/K	Sign	Act	File

REPLY TO
ATTN OF: MS 423

APR 09 1985

Colonel Robert L. Friedenwald
District Engineer, Portland District
Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

RE: 071-OYA-4-003272-15, Oregon Department of Transportation, January 14, 1985

Dear Colonel Friedenwald:

We have reviewed the referenced public notice concerning a bridge replacement on the East Fork of Dry Creek, near Gooseberry, Oregon.

We have no objection to the bridge replacement but cannot support the construction of an asphalt cattle path in the streambed. This would constitute a clear violation of the goals of the Clean Water Act. We would not object to a project which eliminates this path.

We recommend this permit be denied unless the project is modified as indicated.

If you have any questions, please contact Mr. Gary Voerman of my staff at FTS 399-8513.

Sincerely,

Ronald A. Lee
Ronald A. Lee, Chief
Water Resources Assessment Section

NOTED
H.S. COULTER

cc: USFWS-Portland
ODFW
ODSL
Applicant

— Wayne Cobine
— Rick Kuehn

cc: Gary Potter

MORROW CO.
BRS-149(2)

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
A[illegible] 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

P

RECEIVED
APR 11 1985
LOCATION
SECTION

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA		
3-190	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY MORROW PROJECT NO. BRS-149(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

East Fork Dry Creek Culvert Section
(Br. # 05638-300-05965)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-20-85	0.0

OTHER *(Specify)*

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 133,930.00	$ 107,144.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary A. Potter
Manager, Program Section
(Title)
XX FOR: H. S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAR 26 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 22, 1985

FEDERAL AID PROJECT NO. BRS-149(2)

EAST FORK DRY CREEK CULVERT SECTION
WASCO-HEPPNER HIGHWAY
MORROW COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
CULVERT

Mobilization	Lump Sum	All	Lump Sum	$ 10,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,500.00
Temporary Signs	Sq. Ft.	216	5.00	1,080.00
Temporary Barricades	Each	2	50.00	100.00
Temporary Guard Rail, Type 2A, Reflectorized	Lin. Ft.	75	20.00	1,500.00
Temporary Bridge Rail	Lin. Ft.	75	40.00	3,000.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	250	15.00	3,750.00
Moving Temporary Concrete Barriers	Lin. Ft.	250	4.00	1,000.00
Portable Traffic Signals	Lump Sum	All	Lump Sum	5,000.00
Flaggers	Hour	160	10.00	1,600.00

ROADWORK

Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	4,000.00
Toe Trench Excavation	Cu. Yd.	40	10.00	400.00
Embankment in Place	Cu. Yd.	3,310	5.50	18,205.00
Trench Excavation	Cu. Yd.	175	10.00	1,750.00
Watering	M-Gal.	50	15.00	750.00
1"-0 Aggregate Base	Cu. Yds.	675	12.00	8,100.00
Class "C" Asphalt Concrete	Ton	255	63.00	16,065.00
Guard Rail, Type 2A	Lin. Ft.	363	15.00	5,445.00
Guard Rail Anchors, Type 1	Each	3	300.00	900.00
Guard Rail Anchors, Type 1 Modified	Each	1	300.00	300.00
Rail End Pieces, Type C	Each	4	75.00	300.00
Type 1 Fence	Lin. Ft.	300	4.00	1,200.00
Extra for Asphalt Approaches	Each	4	25.00	100.00
Loose Riprap, Class 100	Cu. Yd.	160	12.00	1,920.00
Delineators, Type 1	Each	8	15.00	120.00

STRUCTURES
BRIDGE NO. 5638A)

Shoring and Cribbing, Etc.	Lump Sum	All	Lump Sum	1,000.00
Structure Excavation	Cu. Yd.	35	10.00	350.00
Special Wall Backfill	Cu. Yd.	10	30.00	300.00
Concrete in Walls	Lump Sum	All	Lump Sum	6,600.00
Reinforcement in Walls	Lump Sum	All	Lump Sum	925.00
15'-8" x 9'-7" Structural Plate Pipe Arch	Lin. Ft.	96	190.00	18,240.00
				$ 115,500.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 1,500.00
Roadside Seeding and Mulching	All Required	1,000.00
		$ 2,500.00
	SUBTOTAL	$ 118,000.00
	Engineering	15,930.00
	TOTAL	$ 133,930.00

Length of Project -------------------- 0.0 mi.

Federal Funds (80%) ------------------ $107,144.00
State Funds -------------------------- 26,786.00

TOTAL $133,930.00

Group 1: 100%
Contract No. 9979
Prefix: 125-1978 P.E.
Prefix: 125-1079

Appn Code 118

WH:pf

4977.

CON 19-11

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-149(2)

Dry Cr.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

2-21-85

4. PROGRAM NO.

5. ITEM NO. 40139

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig to 2/25

RECEIVED
STAT. HWY ENGR
FEB 25 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
2/20/85	Secondary 149	Secondary 300

10. GENERAL LOCATION:

East Fork Dry Creek Culvert Section (Br #05638-300-05965)

11. GENERAL DESCRIPTION OF WORK

Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 2/15/85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $182,000; Federal Funds $145,600 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 1/28/85 that provision of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
2/21/85	G. K. Hassner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON. 19-4

RECEIVED
STATE HWY ENGR
SEP 27'84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage Street N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number: 1-800-422-3600

PROGRAM SECTION
September 27, 1984
cc: FHWA
✓State Highway Engineer
Location Unit
Right-of-Way Sec.
Road Design (4)
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed. Aid Group
Reg. Eng. (5) R.D. Hector*
Dist. Eng. (12) H.W. Oswald
*Inform PM

CONCLUSIONS

APPLICANT: Oregon Dept. of Transportation

PROJECT TITLE: E. Fork Dry Creek Bridge
WASCO - HEPPNER HWY

DATE: 9/25/84 MORROW COUNTY

East Central Oregon Association of Counties and
The State of Oregon reviewed your project and reached the following conclusions:

☐ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

FEDERAL CATALOG #

NOTI
H. S. COULTER

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 840820-037-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS # 3
Revised 6/84

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT
AUG 21 1984
SALEM

PNRS STATE REVIEW

Project #: OR 840816-037-2 Return Date: SEP 21 1984

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

DIVISION OF STATE LANDS

Agency Lands By

PNRS #2 Phone Number

Kennedy
Morrow

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

DEPARTMENT OF LAND
CONSERVATION AND DEVELOPMENT
AUG 21 1984
SALEM

PNRS STATE REVIEW

Project #: OR 840816-037-2 Return Date: SEP 21 1984

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TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

No conflict w/ Statewide Planning Goals

Agency LCDC By Jim Kennedy

PNRS #2 Phone Number 963-1742

Con - 4

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMI RATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-149(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40139

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 30 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE 8-23-84

8. FEDERAL ROUTE NUMBER Secondary 149

9. STATE ROUTE NUMBER Secondary 300

10. GENERAL LOCATION:
East Fork Dry Creek Bridge #05638-300-05965

11. GENERAL DESCRIPTION OF WORK
Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 8-17-84 the program change to include in the Character of proposed work "Right-of-Way Acquisition" is approved.

Also, as requested, you are authorized to proceed with the acquisition of File No. 54051 as shown on R/W Map 5B-31-4 at a TEC of $1,000 - Federal Funds $800.

Federal participation is limited to that Right-of-Way actually incorporated in the final location of the subject project.

14. DATE 8/29/84

15. SIGNATURE OF APPROVING OFFICIAL John D Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 17, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40139
Project No. BRS-149(1)
East Fork Dry Creek Bridge Section
Wasco-Heppner Highway
Morrow County

I request your approval of a program change on the subject project to include in the character of proposed work "Right-of-Way Acquisition", at an estimated total cost of $1,000.00 with federal funds of $800.00. The right-of-way to be acquired does not involve any relocation assistance.

I further request authorization to proceed with the actual acquisition of the property interests as outlined in red on the enclosed copy of Map No. 5B-31-4.

RDS:bkb
cc: J.B. Boyd
D. Aman
General Files

Form 734-3122

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: August 13, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: East Fork Dry Creek Bridge
Section
Wasco-Heppner Highway
Morrow County

We have received one file on the above HBR project that is scheduled for a 28 Mar. '85 letting. The acquisition of this right-of-way is estimated at $1,000 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers file 54051 as shown on map 5B-31-4.

DA:jh
attach.

PROGRAM SECTION
AUG 14 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/D D/R
Act Disc Info [✓ File]

81-125-1387

Contains Recycled Materials

Con 17.4

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: August 15, 1984

To: Executive Department
Federal-Aid Coordination Unit

East Central Oregon Association
of Counties
ATTN: Melinda Barnhart
P.O. Box 1207
Pendleton, OR 97801

From: for Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 12
Section: E. Fork Dry Creek Bridge
Highway: Wasco-Heppner Highway, ORE 206
County: Morrow

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be October 3, 1984.

JLG:pf
Attachments

NOTED
H. S. COULTER

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #		Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 Gary A. Potter	46] AREA CODE [48 (503)	49] PHONE [55 378	56] EXTENSION [59 6564
01	12] PROJECT TITLE [71 E. Fork Dry Creek Bridge Section			
11	12] PROJECT LOCATION—CITY Wasco-Heppner Highway ORE 206	PROJECT LOCATION—COUNTY Morrow	PROJECT LOCATION [79 SEC: 27 T: 3 S R: 23 E	

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05

06 12] Replace deteriorating wooden bridge with large culvert or new structure [71

07 12] (See attached Part 3 of Project Prospectus and Location Map). [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$160,000		$40,000	- - - -		$200,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 8/15/84

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 October	43] DAY [44 3	45] YEAR [46 1984

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 8/15/84 *

VI. If project includes state funds (12C), identify agency Oregon State Highway Division

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number ______

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

* Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION East Fork Dry Creek Bridge (#5638)

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. The project is consistent with the Morrow County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

None. Traffic volumes and flow patterns will not be affected. Safety will be improved as the concrete pedestals on which the streambed bents are set are 75-80% exposed.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. The East Fork of Dry Creek is intermittent in nature and is dry during the constructio season.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The bridge is of timber construction dating from 1940 and is not eligible for the National Register.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

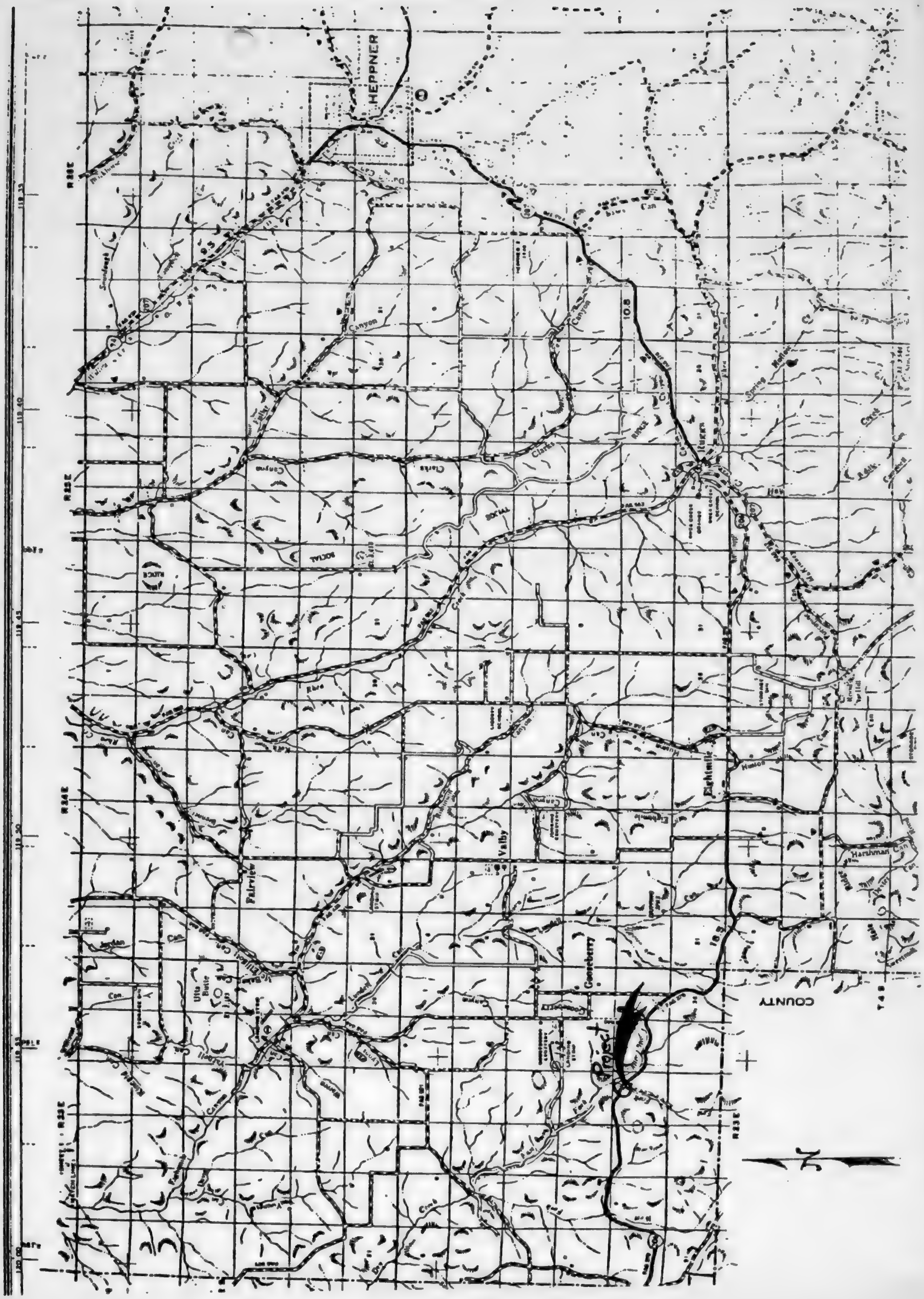
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replaceme requiring only a temporary construction easement of less than one acre for a detou No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	December 16, 1983


HEPPNER
COUNTY
Project
Gooseberry
Valby
Fairview
Eightmile
Harshman
Canyon
Clarks
Ute Butte
R 26 E
R 25 E
R 24 E
R 23 E
R 22 E
10.8
18.5

9779 300 N

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

July 31, 1984

J. H. Versteeg
Road Design Engineer

File 34031
East Fork Dry Creek
Wasco-Heppner Highway
Morrow County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

CON 17-4

9779

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRS-149(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
2-7-84

4. PROGRAM NO.

5. ITEM NO. 40139

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/7/84

8. FEDERAL ROUTE NUMBER Secondary 149

9. STATE ROUTE NUMBER Secondary 300

10. GENERAL LOCATION:

East Fork Dry Creek Bridge #5638 Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility preparatory work

TEC $27,700
F.F. $22,160

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/1/84.

RECEIVED
STATE HWY ENGR
FEB 8 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 2/7/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassan

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
SR 206, 4.8 mi. E. of Gilliam Co. Line "E. Fk. Dry Creek Bridge Sec."	118	40139	BRS-149(1)	149	300

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) Gooseberry Landing Strip NNE of project ROW 100' normal

Water Development None Recreation & Historical Areas None

County Morrow Code 049

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 12 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 12-16-83

1-EIS ___ 2-Categorical Exclusion x 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Br. No. 5638 SR 36.1

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

x All Phases
___ All Phases thru Final Envir. Document
x Incl. Archeological Salvage
x " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

TEC NTE	$ 27,700
FF 80%	$ 22,160
STATE	$ 5,540
	$

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:

Attached is a copy of part 1, 2 & 4 of Project Prospectus.

JLG:pf

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
2-1-84	ORIGINAL SIGNED BY GARY A. POTTER Gary A. Potter	Manager, Program Section

xc: GENERAL FILES

7777

~~Morrow Co.~~ N
Hwy #300

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Morrow Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION East Fork Dry Creek Bridge #5638

REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	125-1477	1-25-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,000	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		200	932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS $	$ 13,500
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This prefix will provide funds for the investigation of the replacement of the timber structure until HBR funds are obtained.

1 Versteeg ✓
Anderson
(cy ~~Adams~~ to Bud)
(cy) Macnab
2 Edwards ~~Stoudemeyer~~ E
Turpin
3 Trout VT
(cy) Wakerlig

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Ronald T. Noble	DATE 1-25-84	APPROVED ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS DCB0001
PART PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01285

SECTION East Fork Dry Creek Bridge (#5638)	REGION 5

STATE HIGHWAY # 300	HIGHWAY NAME Wasco-Heppner	MILE POST FROM 59.56 TO 59.74	LENGTH 1000 ft

☐ URBAN ☒ RURAL	CITY	COUNTY Morrow	ROAD/STREET NAME

ROUTE # ORE 206	FEDERAL AID # FAS 1 49	APPLICANT (IF OTHER THAN STATE)

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 15
RIGHT OF WAY		$
ROADWAY	$ 60	
STRUCTURES	$ 28	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 10	
Remove Structure	$ 11	
40% ENGINEERING & CONTINGENCIES	$ 43	
TOTAL CONSTRUCTION		$ 152
TOTAL ESTIMATE		$ 167

PROJECT DATA	
GRADING (✓)	X
PAVING (✓)	X
STRUCTURES (✓)	X
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
ENVIRONMENTAL CLASS (1,2,3)	2
DESIGN CATEGORY (1-7)	7
WORK TYPE (1-12)	5

RIGHT OF WAY	
FILES (#)	
ACRES (#)	
RELOCATIONS (#)	
WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	S
RIGHT OF WAY DESCRIPTIONS (S,C,A)	
RIGHT OF WAY ACQUISITIONS (S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	70	
YEAR OF AVERAGE DAILY TRAFFIC	81	

DEFINE THE PROBLEM

Three span timber structure has become deficient, temporary repairs are in place to keep structure in service, SR 36.1.

NOTED
D. E. SHAFFER

PROPOSED SOLUTION

Replace structure with 15 foot dia (or equiv. arch type) structure plate culvert, stage construct with detour.

15' x 30'

REQUESTED REGION ENGINEER X	DATE 12-14-82			
APPROVED ASST HWY ENG FOR OPERATIONS X	DATE			
APPROVED ASST HWY ENG FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — F JECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
East Fork Dry Creek Bridge (#5638)

REGION
5

PROJECT JUSTIFICATION

This timber structure was constructed in 1940 with design loading of H-15. Streambed bents are set on concrete pedestals which are 75-80% exposed, SR. 36.1. Replacement of this structure with multi-plate culvert will be consistent with the program of District 12 in eliminating bridges that are reaching their life expectancy and can be replaced with culverts which will reduce maintenance costs. It is felt the project may be accomplished on existing R/W by stage construction.

This project is consistent with the Division's goal and FHWA's goal of removing deficient structures from the sytem. This concept is supported by the Morrow County Court.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION East Fork Dry Creek Br. #5638	REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	2	ACCESS CONTROL (Y/N)	N

UTILITIES	S	(LIST BELOW)

COMPANIES
None

DESIGN SPEED	DESIGN STANDARDS
55	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

				2			10		10			2				
				4			12		12			4				

PROPOSED 200' taper

SUGGESTED BASE DESIGN

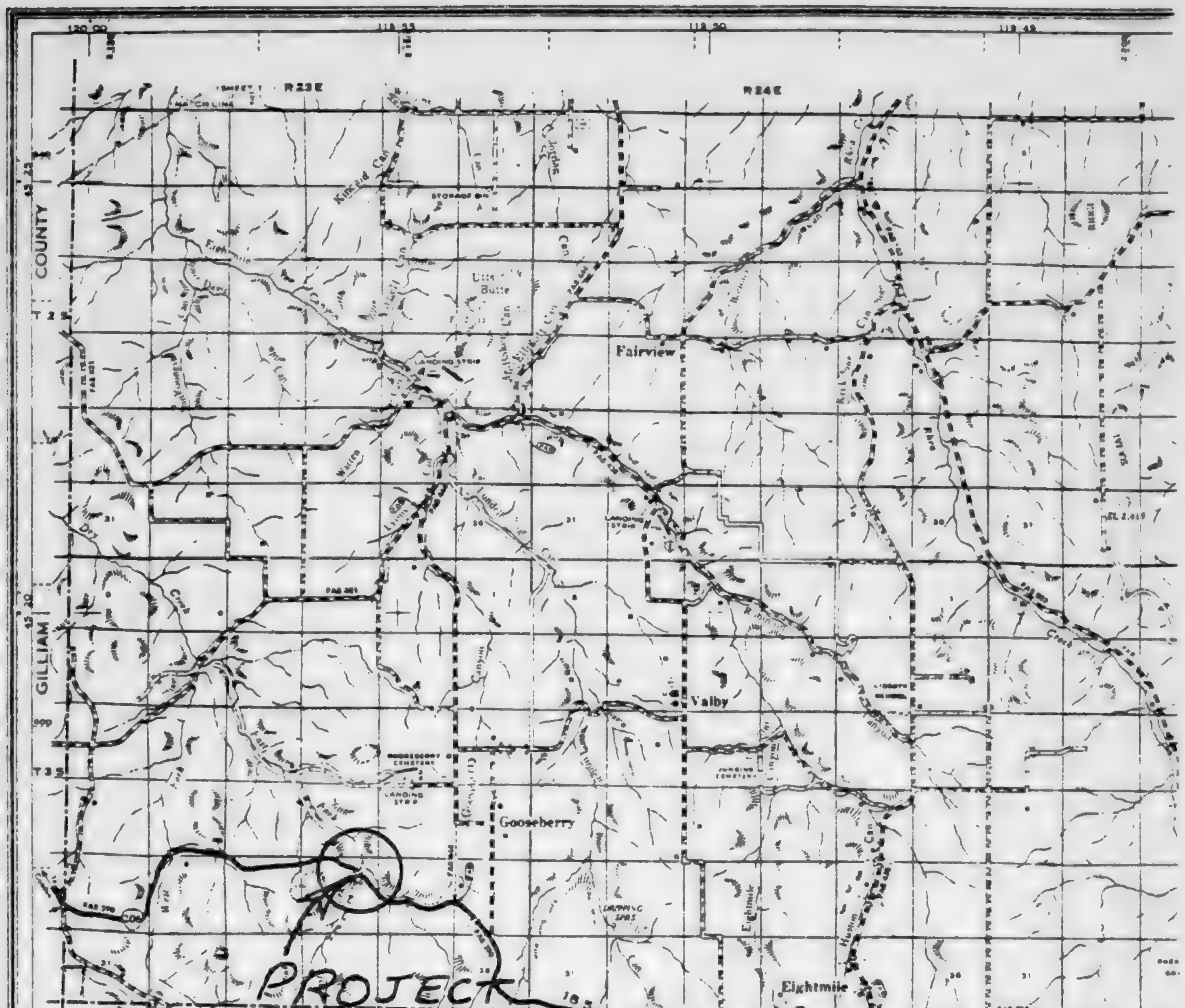
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base Rock widen	18"		AC O'lay		2"
AC widen	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	77'	32'	$152,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

ENGINEER ________ PROJECT UNIT ________
REFER TO ________
FOR ________

734-1912 (7-82)


R23E
R24E
Kincaid Can.
Little Butte
Fairview
Valby
Gooseberry
Eightmile
Hale Ridge
COUNTY
GILLIAM
T 2 S
T 3 S
T 4 S
CEMETERY
LANDING STRIP
STORAGE BINS
DRIPPING SPRS
PROJECT
R23E
R24E
COUNTY
GILLIAM
COUNTY

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

MORROW Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION East Fork Dry Creek Bridge #5638	REGION 5

Hwy # 300 SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 125-1978	DATE 12/8/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 8,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		6,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		4,000.	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		1,000	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		200	932 RAILROAD & UTILITIES					
						TOTALS	$	$ 27,700

RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER BRS-149(1)	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This prefix cancels state prefix 125-1477.

1 Versteeg
Anderson
mann
Cy Adams
Cy Macnab
2 Edwards E
Turpin
3 Trout
Cy [illegible]

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/27/84
RECOMMENDED, REGION ENGINEER X	DATE 12-9-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-24-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-7-84	

734-1914 (7-82)

PROJECT PROSPECTUS DCB 0001

PART 1 — PROJECT REQUEST

CR 1-

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01285			
SECTION East Fork Dry Creek Bridge (#5638)			REGION 5
STATE HIGHWAY # 300	HIGHWAY NAME Wasco-Heppner	MILE POST FROM 59.56 TO 59.74	LENGTH 1000 ft
☐ URBAN ☒ RURAL	CITY	COUNTY Morrow	ROAD/STREET NAME
ROUTE # ORE 206	FEDERAL AID # FAS 1 49	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 15	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY	$	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 60	STRUCTURES (✓)	X	RELOCATIONS (#)	
STRUCTURES	$ 40 ~~28~~	SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 20 ~~10~~			RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Remove Structure	$ 10 ~~11~~	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 52 ~~43~~	DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$ 182 ~~152~~	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE	$ ~~167~~			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 ~~3~~/ 85	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR ~~1986~~ '85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	70	
YEAR OF AVERAGE DAILY TRAFFIC	81	

DEFINE THE PROBLEM

Three span timber structure has become deficient, temporary repairs are in place to keep structure in service, SR 36.1.

NOTED
D. E. SHAFFER

PROPOSED SOLUTION

Replace structure with 15 foot dia (or equiv. arch type) structure plate culvert, stage construct with detour.

REQUESTED, REGION ENGINEER X	DATE 12-14-82			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
East Fork Dry Creek Bridge (#5638)

REGION
5

PROJECT JUSTIFICATION

This timber structure was constructed in 1940 with design loading of H-15. Streambed bents are set on concrete pedestals which are 75-80% exposed, SR. 36.1. Replacement of this structure with multi-plate culvert will be consistent with the program of District 12 in eliminating bridges that are reaching their life expectancy and can be replaced with culverts which will reduce maintenance costs. It is felt the project may be accomplished on existing R/W by stage construction.

This project is consistent with the Division's goal and FHWA's goal of removing deficient structures from the sytem. This concept is supported by the Morrow County Court.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
East Fork Dry Creek Br. #5638

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2			

RIGHT-OF-WAY LIAISON		EASEMENTS (#)	2	ACCESS CONTROL (Y/N)	N

UTILITIES S (LIST BELOW)

COMPANIES
None

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			10		10			2				
				4			12		12			4				

PROPOSED 200' taper

SUGGESTED BASE DESIGN

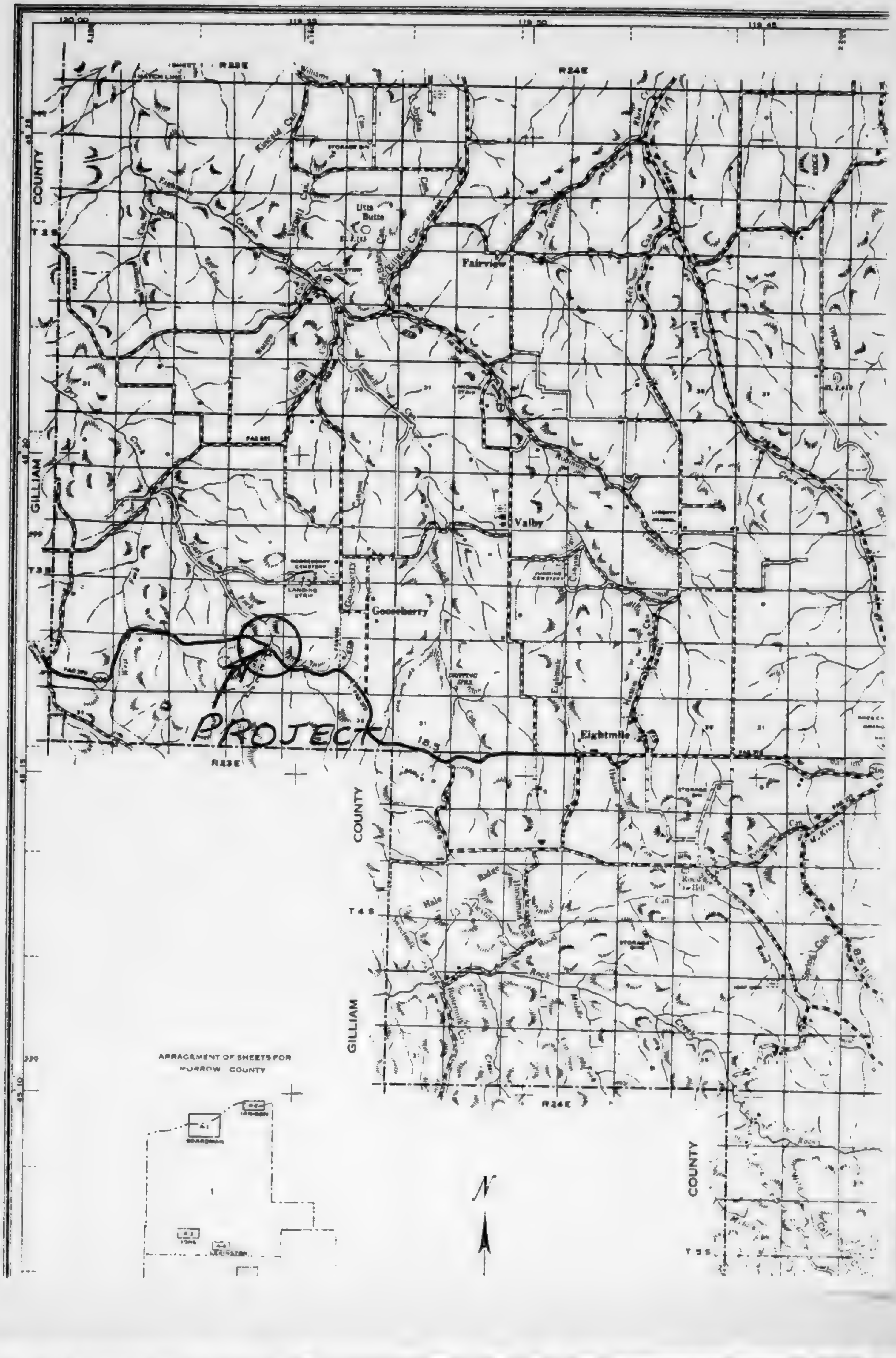
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base Rock widen	18"		AC O'lay		2"
AC widen	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	80' ~~77'~~	18'×12'-6' ~~32'~~	40.000 ~~$152,000~~	BRIDGE 5			
BRIDGE 2		Arch Culv		BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)

R23E
R24E
T2S
T3S
T4S
T5S
GILLIAM COUNTY
GILLIAM COUNTY
COUNTY
Utta Butte
Fairview
Valby
Gooseberry
Eightmile
Hale Ridge
LANDING STRIP
CEMETERY
PROJECT
ARRANGEMENT OF SHEETS FOR MORROW COUNTY
1
N

9477

CON 19-4
Dry Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

December 1, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
East Fork Dry Creek Bridge #5638
Wasco-Heppner Highway
Morrow County
BRS-149(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
December 20, 1983

CMG:lm

Attachments (4)

CONCUR

for Division Administrator 12/16/83
Date
[illegible] DIVISION

cc:
J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Harry Oswald
Vernal Moore

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: East Fork Dry Creek Bridge (#5638)

REGION: 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None. Bridge replacement only. The project is consistent with the Morrow County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

None. Traffic volumes and flow patterns will not be affected. Safety will be improved as the concrete pedestals on which the streambed bents are set are 75-80% exposed.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None. The East Fork of Dry Creek is intermittent in nature and is dry during the construction season.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The bridge is of timber construction dating from 1940 and is not eligible for the National Register.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

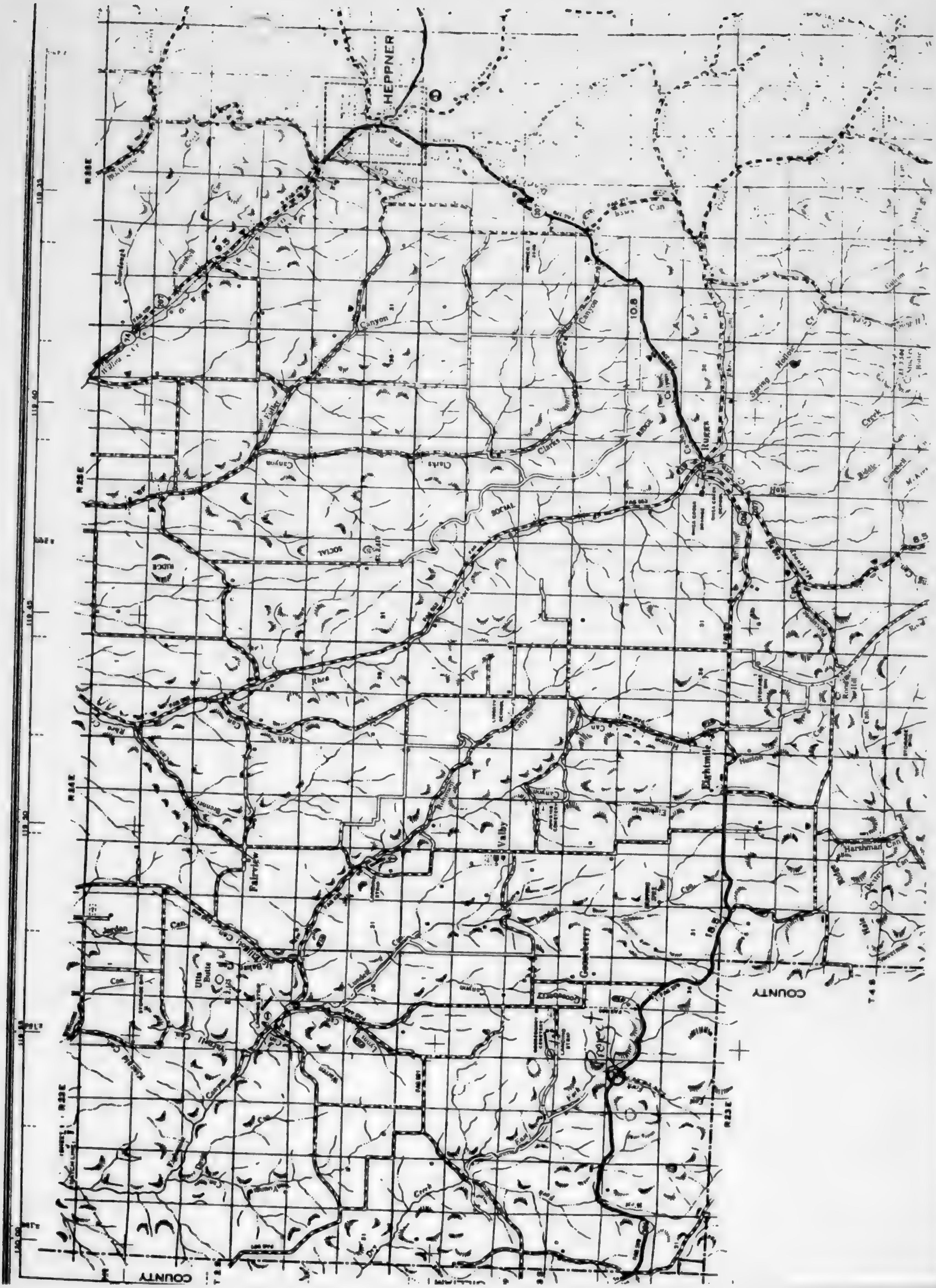
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement requiring only a temporary construction easement of less than one acre for a detour. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	December 16, 1983

734-1913 (7-82)


HEPPNER
Ruggs
Eightmile
Fairview
Gooseberry
Valby
Spring Hollow Cr.
Clarks Canyon
Canyon
Creek
Social
Ridge
Rhea
Rhea Creek
Willow Cr.
Sanford Can
Hay
Huston
Harshman Can
Butter Cr.
Jordan
Can.
Ella Butte
Lone Rock
Lyons
Fork
Dry Creek
Ridge
Biddle
Campbell
Gilham
10.8
10.5
9.5
8.5
R 25 E
R 24 E
R 23 E
T 4 S
119 35
119 40
119 45
119 50
COUNTY
GILLIAM COUNTY

1985 Hay Cr. Rock Production on 9980
Wasco-Heppner Hwy. southeasterly
of Wasco.

9980

June 9, 1986

CON 5 - #9980

United Pacific Insurance Company
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On January 30, 1986, we wrote to you concerning release of final payment on Contract No. 9980 awarded to J. Arlie Bryant, Inc. for work on the Hay Creek Rock Production Project in Sherman County.

Final payment on this contract is $3,000.00 and the total contract amount is $182,745.32 including $618.61 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: J. Arlie Bryant, Inc.
2000 West Sixth Street
The Dalles, OR 97058

bc: C. O. Fredrickson
Walt Hart
Dale Allen

9980

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 15, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9980 , On Site Work Substantially Completed August 15, 1985

All Work Completed September ~~7~~ 5, 1985

Project Hay Creek Rock Production

Highway Wasco-Heppner

County Sherman

Type of Work Rock Production

Contractor J. Arlie Bryant, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted
Gormsen

1-30-86 - Surety letter written.

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9980 N

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hay Creek Rock Prod		WEEK ENDING: September 14, 1985
		SECTION PREFIX: C09980
HIGHWAY: Wasco - Heppner		COUNTY: Sherman
NAME OF JOB: Hay Creek Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: J. Arlie Bryant, Inc.	CONTRACT NUMBER: 9980	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: March 21, 1985	DATE WORK STARTED: April 15, 1985	ESTIMATED COMPLETION DATE: August 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED: 150
PROJECT AUTHORIZATION: $ 209,830.86	SPECIFIED COMPLETION DATE: August 15, 1985	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 193,192.29	ENGINEERING AUTHORIZATION: $ 16,638.57	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 184,873.00	ENGINEERING COST TO DATE: $ 12,887.99	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.5 %	PERCENT OF AUTHORIZATION: 77.5 %	DATE PROJECT WAS COMPLETED: August 15, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

3/4"-1/2"	1/2"-#10	1/4"-#10
100	100	100

	BASE 3/4-1/2 Material	OIL AND/OR PAVE. 1/2-#10 Material	MAT'L. PROD. 1/4-#10 Material	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,000 CY	15,300 CY	2,700 CY		
TOTAL QUANTITIES CORRECTED TO DATE	3,664 CY	15,147 CY	2,862 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,664 CY	15,147 CY	2,862 CY		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 08	Cldy - Warm	0		
MONDAY 09	Cldy - Warm	0		
TUESDAY 10	Cldy - Warm	0		
WEDNESDAY 11	Cldy - Warm	0		
THURSDAY 12	Cldy - Warm	0		
FRIDAY 06	Cldy - Warm	0		
SATURDAY 07	Cldy - Warm	0		

CE E CAE __ RECEIVED LS __ TC __
COE __ OM __ SA __ CC __
OE __ SEP 23 1985 FE __ CP __
CA __ PQC __
CAM __ CONSTRUCTION QCS __
EEO __ SECTION FILE __

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

08 SUNDAY	No activity.
09 MONDAY	No activity.
10 TUESDAY	No activity.
11 WEDNESDAY	No activity.
12 THURSDAY	No activity.
06 FRIDAY	No activity.
07 SATURDAY	No activity.

REMARKS

This Week: Semifinal and related data submitted through Region 4 on September 13, 1985.

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*                            *
*F I N A L     R E P O R T   *
*                            *
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SIGNED W. Reid Meritt LOCATION The Dalles

W. Reid Meritt, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1985 Meacham Rock Production Proj.9981
@ M.P.F. 238.6 of the Old Oregon
Trail Hwy. @ Meacham.

9981

~

November 21, 1985

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

CON 5
#9981

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 9981 awarded to Portable Rock Production Co., Inc. for the Meacham Rock Production Project on the Old Oregon Trail Highway in Umatilla and Union Counties.

Final payment on this contract is $2,082.60 and the total contract amount is $213,826.66. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Portable Rock Production Co., Inc.
34940 Highway 58
Eugene, OR 97405

Kingrey, Price & Duyck Ins.
P.O. Box 784
Springfield, OR 97477

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

FKN:arc

NOTED ON CARD
11-21-85 ac

9981

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9981, On Site Work Substantially Completed July 22, 1985

All Work Completed July 24, 1985

Project Meacham Rock Production

Highway Old Oregon Trail

County Umatilla & Union

Type of Work Rock Production

Contractor Portable Rock Production Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

1985 Warm Springs Jct.-Maupin Sec, 9982
Wapinitia Hwy. @ Jct. Hwy. 26 &
Wapinitia Hwy. (paving)

C&D 13,411 2-16-95

9928

STATE OF OREGON
Right of Way
Phone:(503) 986-3658

INTEROFFICE MEMO

DATE: February 16, 1995

TO: General Files

FROM: Matthew C. Caswell, PE
Railroad & Utility Engineer

SC. C UTS 2
GREEMENTS No 13411

SUBJECT: **HWY X'ING OF BONNEVILLE POWER ADMINISTRATION PROPERTY**
Park Place - Clackamas Community College Section
Cascade Highway South
Clackamas County
ODOT Contract & Agreement No. 13,411

COPLI
CON21-41
Cascade Hwy South

Attached is the State's fully-executed copy of a crossing agreement obtained for the construction of the subject project.

c: Mike Gardner, District 2B Manager

Key ~~0450~~ 00357

Department of Energy
Bonneville Power Administration
P.O. Box 3621
Portland, Oregon 97208-3621
1-800-836-6619

In reply refer to: TTRC (Case No. 840422)
Tract Nos. S-OC-103, -103A, -104,
-105, -106, JD-K-305A
Big Eddy-Oregon City (Operated as
Big Eddy-Chemawa No. 1), John Day-
Keeler No. 1 (Operated as Ostrander-Pearl
No. 1) Lines

Your reference:
Park Place-Clackamas Community College Section
Cascade Highway South
Clackamas County
Project #: IX-78(8)

Mr. Matt C. Caswell
Utility Specialist, Right-of-Way Office
Oregon Department of Transportation
409 Transportation Building
Salem, OR 97310

Dear Mr. Caswell:

Enclosed for your records is the original fully executed and recorded highway crossing agreement which covers the improvement of the above-referenced highway project. This document was recorded January 12, 1995, Microfilm No. 95-002371, Clackamas County, Oregon. The document was delayed by Clackamas County due to the misplacement of the document. I apologize for any inconvenience it may have caused your agency.

If you have any questions, please contact Patti Perigo at the above toll free number, or directly at (503) 230-7571.

Sincerely,

Renee M. Ferrera

Renee M. Ferrera
Manager for Real Property Management

Enclosure

9982

October 16, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9982

Contract No. 9982 awarded to J. C. Compton Company for paving on the Warm Springs Junction-Maupin Section of the Wapinitia Highway in Wasco County was completed on August 16, 1985 and accepted by the State Highway Division on October 8, 1985.

Final payment in the amount of $10,000.45 will be released to the contractor after October 21, 1985. The total contract amount is $332,447.64 including $3,669.46 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: J. C. Compton Company
P.O. Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

FKN:arc

NOTED ON CARD
10-16-85 ac

9982

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: October 8, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9982 , On Site Work Substantially Completed June 19, 1985

All Work Completed August 16, 1985

Project Warm Springs Jct.-Maupin

Highway Wapinitia

County Wasco

Type of Work Paving

Contractor J. C. Compton Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-16-85 - surety letter written (ac)

On Oct 1

noted
R Gormsen

9982

N

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Warm Springs Jct - Maupin

WEEK ENDING: August 17, 1985

SECTION PREFIX: C09982

HIGHWAY: Wapinitia

COUNTY: Wasco

NAME OF JOB: Warm Springs Jct - Maupin

KIND OF WORK: Paving

CONTRACTOR: J. C. Compton Co.

CONTRACT NUMBER: 9982

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: March 19, 1985

DATE WORK STARTED: May 28, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 30 CD

CALENDAR DAYS USED: 23

SPECIFIED COMPLETION DATE: or August 31, 1985

PERCENT OF TIME ELAPSED: 77

PROJECT AUTHORIZATION: $ 481,829.07

EXCLUSIVE OF ENGINEERING: $ 424,519.00

ENGINEERING AUTHORIZATION: $ 38,206.71

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 424,519.00

ENGINEERING COST TO DATE: $ 28,502.01

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

ESTIMATED PERCENT XXXXXX UNDERRUN: 4.5 %

PERCENT OF AUTHORIZATION: 74.6 %

DATE PROJECT WAS COMPLETED: June 19, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					21.77
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					20200 TN
TOTAL QUANTITIES CORRECTED TO DATE					19602 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					19602 TN
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:
NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11	Cldy - Warm	0		
MONDAY 12	Cldy - Warm	0		CE ..... CAM
TUESDAY 13	Cldy - Warm	0		COE
WEDNESDAY 14	Cldy - Warm	0		OE .....
THURSDAY 15	Cldy - Warm	0		CAM
FRIDAY 09	Cldy - Warm	0		CAM ....
SATURDAY 10	Cldy - Warm	0		EEO ....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	No activity.
MONDAY 12	No activity.
TUESDAY 13	No activity.
WEDNESDAY 14	No activity.
THURSDAY 15	No activity.
FRIDAY 09	No activity.
SATURDAY 10	No activity.

REMARKS

This Week: The semifinal estimate and related data were submitted through Region 4 on August 16, 1985.

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*******************************
*                             *
*   F I N A L   R E P O R T   *
*                             *
*******************************
```

SIGNED W. Reid Meritt LOCATION The Dalles
W. Reid Meritt, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
STATE HWY ENGR
JUN 24 '85
REFER TO
D. Allen
FOR

WES
TAP
Orig to
6/25

STATE highway Engineer
MR H.S. COULTER

Dear Sir,

The NEW Cold Mix OVERLAY Between M.P. 0 And M.P. 26 ON 216 W OR The old WAPINITIA CUT-OFF is very POOR WOORK DONE BY J.C. COMPTON HE should HAVE TO DO iT OVER And get SOME ONE who KNOWS How TO RUN A BARBER GREEN I dont Thinck The People of OREGON should HAVE TO EXCEPT This JOB WAS THERE A STATE inspector ON This JOB? I WONT [redacted] PUT A NAME ON this Because it will Cause TO MANY HARD Fellings So you have EVERY WRITE To Throw iT in the WASTE BASKET - Please SIR TAKE A look at this JOB

1985 SE Ochoco St.-SE 17th Ave. 9983
(Milwaukie) Sec, Pac. Hwy., East
(gr, pav, & barrier)

- 9983 N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 3-39	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
MODIFICATION NUMBER 3	[illegible]	Project Number HES-26(38)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on October 31, 1984,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 275,590	$ 314,215
Federal funds	$ 248,031	$ 282,793
Other revisions		

This modification is made for the following reasons:

To include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5 TH day of Mar, 19[illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Jan File

Oregon State Highway Division
Salem, Oregon   March 3, 1987

Federal-Aid Project No. HES-26(38)

S.E. Ochoco St.-S.E. 17th Ave. Section
Pacific Highway East
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 9,700.00
		Total	$ 9,700.00

Type Code SFTY
Median Barrier (Sta. 336+10 to 382+50)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Guardrail, Type 2A	$11.25	1,470	$16,537.50	1,938	$21,802.50

Subtotal from previous Estimate of April 8, 1985	$265,890.00
Total Increase	5,265.00
Subtotal	$271,155.00
Engineering	33,360.00
Total	$304,515.00

Length of Project ------------------- 0.86 mile

SUMMARY OF FUNDS (90%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
P.E.	141	$ 9,700.00	$ 8,730.00	$ 970.00
Median Barrier	141	304,515.00	274,063.00	30,452.00
TOTAL		$314,215.00	$282,793.00	$31,422.00

Sub-Job 011 = 100%
Contract No. C09983
Prefix: C003-1952 P.E.
C003-1077

NONPARTICIPATING WORK

State Responsibility for Damages	All Required	$5,000.00

DDB:me

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER H-152 PROJECT REPORT NUMBER MODIFICATION NUMBER 2	U.S. Department of Transportation **Federal Highway Administration** MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Form Approved; O M B No. 04-R2089 State Oregon County Clackamas Project Number HES-26(38)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 25, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,700.00	$ 275,590.00
Federal funds	$ 8,730.00	$ 248,031.00
Other revisions		

This modification is made for the following reasons: to add contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 8, 1985

Federal Aid Project No. HES-26(38)

S.E. Ochoco St.-S.E. 17th Ave. Section
Pacific Highway East
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$	9,700.00
		$	9,700.00

Type Code SFTY
Median Barrier (Sta. 336+10 to Sta. 382+05)

Mobilization	Lump Sum	All	Lump Sum	$	15,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum		5,000.00
Temporary Signs	Sq. Ft.	285	10.00		2,850.00
Temporary Barricades	Each	4	100.00		400.00
Temporary Plastic Safety Markers	Each	60	40.00		2,400.00
Sequential Arrow Signs	Each	2	1,500.00		3,000.00
Flaggers	Hour	220	16.50		3,630.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum		5,000.00
General Excavation	Lump Sum	All	Lump Sum		5,000.00
Trench Excavation	Cu. Yd.	140	15.00		2,100.00
Furnishing and Placing Topsoil	Cu. Yd.	100	15.00		1,500.00
1"-0 Aggregate Base	Ton	160	16.00		2,560.00
Class "C" Asphalt Concrete	Ton	90	40.00		3,600.00
12-inch Storm Sewer Pipe	Lin. Ft.	413	20.00		8,260.00
Extra for Pipe Under Pavement	Lin. Ft.	254	10.00		2,540.00
Concrete Manholes	Each	1	1,500.00		1,500.00
Concrete Inlets, Type G-1	Each	2	300.00		600.00
Concrete Inlets, Type CG-2	Each	7	375.00		2,625.00
Guardrail, Type 2A	Lin. Ft.	1,470	11.25		16,537.50
Guardrail Anchors, Type 1	Each	5	300.00		1,500.00
Rail End Pieces, Type C	Each	5	80.00		400.00
Bridge Connections	Each	1	100.00		100.00
Concrete Walks	Sq. Yd.	30	17.00		510.00

8-inch Concrete Surfacing	Sq. Yd.	1,850	15.00		27,750.00
Concrete Curbs	Lin. Ft.	800	8.50		6,800.00
Concrete Islands	Cu. Yd.	20	150.00		3,000.00
Concrete Barrier	Lin. Ft.	4,343	17.50		76,002.50
Impact Attenuator, Hi-Dro Cushion Cells	Lump Sum	All	Lump Sum		18,500.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum		3,675.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum		9,000.00
Sod Lawn	Sq. Yd.	585	5.00		2,925.00
			Subtotal	$	234,265.00
			Engineering		31,625.00
			Total	$	265,890.00

Length of Project -------------- 0.86 mile

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 9,700.00	$ 8,730.00	$ 970.00
Median Barrier	265,890.00	239,301.00	26,589.00
Total	$ 275,590.00	$ 248,031.00	$ 27,559.00

Group 1	100%
Contract No.	9983
Prefix:	3-1952 P.E. 3-1077
Appn Code	141

Nonparticipating Work

State Responsibility for Damages	All Required	$ 5,000.00

DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-185	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
MODIFICATION NUMBER 1	2-26-85	County Clackamas Project Number HES-26(38)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 31, 19 84, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,200.00	$ 9,700.00
Federal funds	$ 7,380.00	$ 8,730.00
Other revisions		

This modification is made for the following reasons: to include anticipated increases in preliminary engineering expenditures.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of February, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 12, 1985

Federal-Aid Project No. HES-26(38)

SE Ochoco St.-SE 17th Ave. Section
Pacific Highway East
Clackamas County

REVISED
PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 9,700.00
		Total	9,700.00

Length of Project	0.86 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 9,700.00	$ 8,730.00	$ 970.00
Retain in Program			
Construction-SFTY	200,000.00	180,000.00	20,000.00
Total	$ 209,700.00	$ 188,730.00	$ 20,970.00

Group 1 100%
Prefix: ~~106-194~~1
Prefix: 3-1952
WH:bkb

STATE COPY

TO BE COMPLETED BY FHWA 10-388	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY CLACKAMAS PROJECT NO. HES-26(38)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SE Ochoco St.-SE 17th Ave. (Milwaukie)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING Including utility preparatory work	10-11-84	0.86
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,200.00	$ 7,380.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator OCT 31 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

GRU HG

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 25, 1984

FEDERAL AID PROJECT NO. HES-26(38)

SE OCHOCO ST.-SE 17TH AVE. SECTION
PACIFIC HIGHWAY EAST
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$8,200.00
	TOTAL	$8,200.00

Length of Project ----------------- 0.86 mi.

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Preliminary Engineering	$ 8,200.00	$ 7,380.00	$ 820.00
RETAIN IN PROGRAM			
Construction-SFTY	200,000.00	180,000.00	20,000.00
TOTAL	$208,200.00	$187,380.00	$20,820.00

Group 1: 100%
Prefix: 3-1952

WH:pf

9413

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPO

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 10/24/86	REPORT MADE BY 10-2[illegible]-86 T. P. Lowe, Area Engineer T Lowe		PROJECT NO. HES-26(38)
COMPLETION DATE (Actual) 10/8/85	ACCEPTANCE DATE BY CONRTACT AGENCY 4/24/86	TIME ELAPSED 100 %	CONTRACT TIME S.C.D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. E. OCHOCO ST. - S. E. 17TH AVE. (MILWAUKIE)
PACIFIC EAST HIGHWAY
Grading, Paving & Barrier

This project provided for the installation of GM median barrier throughout the subject section of highway.

The estimated project cost is approximately 3% below the original authorization of $272,000.

The contractor did overrun the allowable contract time. However, the time extension was granted by the State. No liquidated damages will be charged.

NOTED
W. E. SCHWARTZ

- TPL -

RECEIVED
STATE HWY ENGR
OCT 31 '86
REFER TO
Fredrickson
FOR

Info.	Inv.	R/W	D.R.	Sign	Act	File

cy
10/31

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T P Lowe		SIGNATURE G. K. [illegible]	
TITLE Area Engineer	DATE	TITLE District Engineer A	DATE 5/29/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

- 9983

June 12, 1986

CON 5 - #9983

Industrial Indemnity Company of
the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

A post-final payment for $588.00 will be made to Don Haisch Construction, Inc. for work on the SE Ochoco Street-SE 17th Avenue (Milwaukie) Section of the Pacific Highway East in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $238,762.97 including the post-final payment. No force account work was performed on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Don Haisch Construction, Inc.
2119 SE 186th
Portland, OR 97233

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

9983

May 5, 1986

CON 5 - #9983

Industrial Indemnity Company
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

Contract No. 9983 awarded to Don Haisch Construction, Inc. for work on the S.E. Ochoco Street-S.E. 17th Avenue (Milwaukie) Section of the Pacific Highway East in Clackamas County was completed on January 3, 1986, and accepted by the State Highway Division on April 24, 1986.

Final payment in the amount of $4,755.90 will be released to the contractor after May 12, 1986. The total contract amount is $238,174.97 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Don Haisch Construction, Inc.
2119 S.E. 186th
Portland, OR 97233

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

9983

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9983

TO: Robert Gormsen
Manager, Commission Services

DATE: April 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9983 , On Site Work Substantially Completed October 8, 1985

All Work Completed January 3, 1986

Project SE Ochoco St.-SE 17th Ave. (Milwaukie)

Highway Pacific Highway East

County Clackamas

Type of Work Grading, Paving & Barrier

Contractor Don Haisch Consturction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

5-5-86 - Surety letter written.

noted
RG.

RECEIVED
APR 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9983

CONCRETE PRODUCTS INC.

Main Office P. O. Box 2799
Redmond, WA 98052
(206) 881-7910

March 31, 1986

Don Haisch Construction, Inc.
2119 SE 186th
Portland, OR 97233

Attn: Don Haisch

RE: SE Ochoco St - 17th Ave.
OSHD Contract No. 9983 — FILE.

Dear Mr. Haisch,

Enclosed is an invoice for the above referenced project. Due to a clerical error the enclosed was not billed correctly. The correct figures for the barrier is as follows:

345 ea 12½' OR T&G barrier = 4312.5 Lf @ $8.75/Lf	$37,734.38
set up for special fabrication	$ 500.00
first 87.5 special terminal run fabricated	$ 3,000.00
three additional 87.5 special runs = 262.5 Lf @ 8.75/Lf	$ 2,296.88
	$43,531.26
Total Invoiced and Paid to Date:	($42,234.38)
	$ 2,296.88

Please submit the enclosed invoice to the Oregon State Highway Department if necessary. We regret any inconvenience created by this and hope you will pay the enclosed invoice as soon as possible.

Sincerely,

Johnny R. Flynn
President
Concrete Products, Inc.

Enc.

cc: Oregon State Highway Department
121 Transportation Building
Salem, Oreong 97310
Attn: Robert Gormsen

RECEIVED
APR 3 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

see memo of
4/2/86 to ignore
[illegible]

CONCRETE PRODUCTS INC.

Main Office
P. O. Box 2799
Redmond, WA 98052

(206) 881-7910

March 31, 1986

Don Haisch Construction, Inc.
2119 SE 186th
Portland, OR 97233

Attn: Don Haisch

Invoice: 3778
OSHD 9983

Job #200(C)

SE Ochoco St - 17th Ave.

REQUEST FOR PAYMENT: #9

three 87.5 Lf Special Barrier Runs = 262.5 Lf @ 8.75/Lf

$2296.88

TOTAL DUE THIS INVOICE: $2296.88

---

cc: Mike Flynn
P.O. Box 1002
Camas, WA 98607

RECEIVED
APR 3 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PLEASE PAY FROM THIS INVOICE--------------------------NO OTHER WILL BE SENT

038

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION S.E. Ochoco - S.E. 17th Ave. (Milwaukie)	WEEK ENDING January 11, 1986
		SECTION PREFIX C09983
	HIGHWAY Pacific Highway East	COUNTY Clackamas
NAME OF JOB S.E. Ochoco - S.E. 17th Avenue	KIND OF WORK Grading, Paving & Barrier	
CONTRACTOR Don Haisch Construction	CONTRACT NUMBER C09983	FEDERAL AID PROJECT NUMBER HES-26(38)
DATE OF CONTRACT April 3, 1985	DATE WORK STARTED April 15, 1985	ESTIMATED COMPLETION DATE October 8, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 271,565.78	SPECIFIED COMPLETION DATE September 30, 1985	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 250,031.93	ENGINEERING AUTHORIZATION $ 21,533.85	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 238,419.07	ENGINEERING COST TO DATE $ 22,013.51	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: October 8, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

Curbs, Walks Islands	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Barrier	Guardrail	8" Conc. Surf.
100	100	100	100	100	100	100	100

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.87					
MILES PARTIALLY COMPLETED						
MILES COMPLETED						
TOTAL ESTIMATED QUANTITIES (CONTRACT)						90 Ton
TOTAL QUANTITIES CORRECTED TO DATE						84 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE						84 Ton
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity January 4-11, 1986

3RD NOTIFICATION DATED 1-3-86.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Michael J. LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1773

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 24, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: Bruce M Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-26(38)

Contract 9983, Work Completed October 8, 1985

Project SE Ochoco St.-SE 17th Ave. (Milwaukie)

Highway Pacific Highway East

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 13, 1985

G. K. Hassner for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
AT HWY ENGR
DEC 31 '85
REFER TO
FOR
Info Inves R/D [illegible] Sign Act File

734-2023 (2-85)

9983

November 21, 1985

Don Haisch Construction, Inc.
2119 SE 186th
Portland, OR 97233

CON 5

Re: Time Extension Request
SE Ochoco St.-SE 17th St.
Contract No. 9983
FAP No. HES-26(38)

Your request for additional contract time in which to complete the above contract has been reviewed. A contract time adjustment of an additional 8 calendar days is granted due to the altered work performed under Price Agreement.

The adjusted contract time of completion of this contract is October 8, 1985. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Jim McNamee w/att.
FHWA w/att.
Bruce Walton

TE/234

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: November 7, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT:
SE OCHOCO ST.-SE 17th ST.
PACIFIC HIGHWAY EAST
CONTRACT NO. 9983

Attached is a request for time extension from the contractor for an extension of 8 days due to late delivery of extra work items.

This is the second time extension request on this project. The contractor was granted 61 days on the first request, due to a change in type of impact attenuator, after the contract was let, and due to a change in the types of concrete island nose lights, also after the contract was let. The 61 days granted was based on an estimate of the time to do the changed work, and was contingent on an assumed delivery date. Jim McNamee has confirmed that the material was delivered later than anticipated and planned, and caused the 8 day delay.

I concur with Jim's recommendation to grant an additional 8 calendar days.

11-15-85

W. E. Schwartz -

I concur with Region and Proj. Mgr. and recommend an 8 C.D. time extension due to performance of altered work under Price Agreement.

O. B. Jackmond

MC/gw-023

Attachment

cc Jim McNamee

CE.... CAE ✓ RECEIVED LS____ TC____
COE.... OM.... SA____ CC____
[✓ OE]________ NOV 08 1985 FE____ CP____
CA________ PQC________
CAM________ CONSTRUCTION QCS________
EEO________ SECTION FILE________

15-1367

September 16, 1986

Don Haisch Construction, Inc.
2119 SE 186th
Portland, OR 97233

Re: Time Extension Request
SE Ochoco St.-SE 17th Ave.
Contract No. 9983
FAP No. HES-26(38)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of an additional 61 calendar days is granted due to the altered work being performed under Price Agreements 2 and 3.

The adjusted contract time of completion for this project is September 30, 1985.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Jim McNamee w/att.
FHWA w/att.
Bruce Walton

TE/195

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: August 14, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SE OCHOCO ST.-SE 17th AVE.
Pacific Highway East
Contract 9983

CE__ CAE__ RECEIVED LS__ TC__
COE__ OM__ SA__ CC mj
OE____ AUG 15 1985 FE__ CP__
CA____ PQC____
CAM____ CONSTRUCTION QCS____
EEO____ SECTION FILE____

Attached is a time extension request from the contractor on this job in which he is asking for an increase in the completion date of this contract from July 31, 1985, to October 1, 1985. Also included is Jim McNamee's letter with pertinent job information and his analysis and recommendation.

Jim lists two reasons that contribute to the overrun of this project. One is the time involved in reviewing, analyzing, and agreeing to using a substitute to the impact attenuator that was specified for the project. The other reason contributing to the overrun is the situation and time required to review and redesign the nose lights on the four islands on this project. Jim's letter gives a good background on both of these items.

Larry Olson of the Region office has prepared a chronological chart showing the dates that are pertinent to the time overrun on both of these items, and the events surrounding the elimination and redesign of the curb lights, which seem to justify granting the time requested by the contractor.

My recommendation is to grant the contractor basically what he asks for and is the same as Jim McNamee's, that is to grant an extension of time to September 30, 1985.

W. E. Schwartz -
I concur with Region and Project Manager and recommend a 61 C.D. time extension due to work done under P. A. 2 and 3.

Jackmond

MC/gw
Attachment
cc Jim McNamee

81-125-1987

April 12, 1985

Don Haisch Construction, Inc.
2119 S. E. 186th
Portland, OR 97233

CON 5

#9983

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9983 for work on the SE Ochoco Street-SE 17th Avenue (Milwaukie) Section of Pacific Highway East in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp

Enclosure

cc: Industrial Indemnity Company
of the Northwest
421 S. W. Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
James McNamee

Don Haisch Construction, Inc.

2119 S.E. 186th
Portland, Ore. 97233
(503) 667-4896

March 21, 1985

Robert M. Gormsen
Manager of Commission Services
Department of Transportation
121 Transportation Bldg.
Salem, Or. 97310

RE: S.E. Ochoco St.- S.E. 17th Ave.
Pacific Highway East
Clackamas County

Gentlemen:

In accordance with the "Supplemental Required Contract Provisions" paragraph 5, Documentation of DBE/MBE/WBE participation, we propose to use the following subcontractors should we be awarded the above referenced project.

DBE Goal 10%

Arrow Brothers Corporation
AGC Center No 310
9450 S.W. Commerce Circle
Wilsonville, Or. 97070
Phone: 682-2100

Bid Item	Quantity	Subcontract Unit Price	Subcontract Total Amount
19	1,470 l.f.	10.80	15,876.00
20	5 ea.	285.00	1,425.00
21	5 ea.	75.00	375.00
22	1 ea.	70.00	70.00
28	L.S.	18500.00	18500.00
		Total Amount of Subcontract	$36,246.00

WBE Goal 1%

Aichele Landscaping, Inc.
11360 S.E. Stevens Rd.
Portland, Or. 97266
Phone: 654-8816

Bid Item	Quantity	Subcontract Unit Price	Subcontract Total Amount
11	100 c.y.	9.50	950.00
31	585 s.y.	5.00	2,925.00
		Total Amount of Subcontract	$3,875.00

If i can be of further assistance to you please do not hesitate to call me.

Respectfully;

Don Haisch

RECEIVED
MAR 25 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9912 Lin 7-91

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(38)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-5-85

4. PROGRAM NO.

5. ITEM NO. 50027

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig w/ att. to 3/6

RECEIVED
STATE HWY ENGR
MAR 6 '85
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 2/27/85
8. FEDERAL ROUTE NUMBER Primary 26
9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
SE Ochoco Street - SE 17th Avenue Section (Milwaukie)

11. GENERAL DESCRIPTION OF WORK
Grading, paving and barrier

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 2/25/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $255,734; Federal Funds $230,160.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with you March 28, 1984 letter.

14. DATE 3/5/85
15. SIGNATURE OF APPROVING OFFICIAL G. K.
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TRA 7.9

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

February 25, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project HES-26(38)
SE Ochoco - SE 17th Avenue
Pacific Highway East (McLoughlin)
Clackamas County

We have reviewed your proposed end treatment design for median barrieres on this project. We concur in your proposed design which is taylored to the specific location and is considered appropriate.

Sincerely yours,

Christianson

Dale E. Wilken
Division Administrator

cc:
OSHD (D O Christensen)
OSHD (G Potter)

RECEIVED
STAT.. HWY ENGR
FEB 27 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					/	

997

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST. TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
HES-26(38)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
50027

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/21/85	8. FEDERAL ROUTE NUMBER Primary 26	9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:

SE Ochoco Street - SE 17th Avenue Section (Milwaukie)

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 2/12/85 I approve the revised Preliminary Engineering costs to a TEC of $9,700; Federal Funds $8,730.

(Increase TEC $1,500; Federal Funds $1,350)

RECEIVED
STATE HWY ENGR
FEB 26 '85
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
2/25/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Jar 7-9

DATE: February 11, 1985 DES 16

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

FROM: Duane O. Christensen, P.E.
Road Design Engineer

SUBJECT: S.E. Ochoco-S.E. 17th Avenue
Pacific Highway East
Clackamas County

This is to request your concurrence in the design of an acceptable concrete median barrier end treatment. The design criteria is not covered for this situation in the "Guide For Selecting, Locating and Designing Traffic Barriers".

One of the purposes of this project is to replace a low four-foot concrete island with a positive barrier. The A.D.T. is 38,500 (1982) and the posted speed is 45 M.P.H. It is a four-lane section with signalized intersections at both ends and one in the middle (Milport Rd.)

The high speeds, lack of inside shoulders and heavy rush-hour congestion, have resulted in vehicles jumping the divider. There have been fatal accidents, one quite recently. This has prompted us to go to a positive median barrier.

The use of concrete barrier presents a problem of what end treatment to use. The ends cannot be buried because of the lack of space. Crash cushions would be susceptible to side hits and high maintenance costs. So we propose to use a 90' sloped end. This design has been discussed with Gary Hughes and Richard Arnold of the Federal Highway Administration.

Your concurrence is solicited, that it is in the public's interest to construct 90' sloped concrete barrier ends in this situation.

DOC:NH:mg

Attachment

bc: E. S. Hunter
E. L. Hardt
J. L. Gaither
N. L. Henry cmb

RECEIVED
FEB 11 1985
ROAD DESIGN SECTION

RDE
FDE
LE
SE
ITC
PDE
LFE
QTE

BPC
[illegible]
CA
Copy All
Return To
B/U / /

Ira 7-91

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-26(38)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
10-15-84

4. PROGRAM NO.

5. ITEM NO. 50027

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/11/84

8. FEDERAL ROUTE NUMBER Primary 26

9. STATE ROUTE NUMBER Primary 1E

10. GENERAL LOCATION:
SE Ochoco Street - SE 17th Avenue Section (Milwaukie)

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION inlcuding utility preparatory work TEC $8,200 FF $7,380

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 10/8/84.

RECEIVED
STATE HWY ENGR
OCT 17 '84
REFER TO Potter
FOR

Info	Inver	R/D	D/R	Sign	Act	File

Orig. to 10/17

14. DATE 10/15/84

15. SIGNATURE OF APPROVING OFFICIAL D.K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7723 1E 1

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

CLACKAMAS CO.
84-94

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02555

SECTION S.E. Ochoco - S.E. 17th Ave. 10-11-84

REGION Metro Region

Hw#1E SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 3-1952

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 3,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		100
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		100
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 8,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES-26(38)

LOCATION ENGINEER'S REMARKS

1 ✓
4
2 E
3 K

APPROVED BY STATE HWY. ENGR. 8-21-84

PREPARED BY:	DATE 8-7-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/15/84
RECOMMENDED, REGION ENGINEER X	DATE 8/9/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 10/12/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-11-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

84-94

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION S.E. Ochoco St. - S.E. 17th Ave.			REGION Metro Region
STATE HIGHWAY # 1E	HIGHWAY NAME Pacific Highway East	MILE POST FROM 4.79 TO 5.65	LENGTH 0.86
☒ URBAN ☐ RURAL	CITY Milwaukie	COUNTY Clackamas	ROAD/STREET NAME McLoughlin Boulevard
ROUTE # 99E	FEDERAL AID # FAP 26	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 10,000	GRADING (✓)		FILES (#)	
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 25				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
Concrete median Barrier	$ 200		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ Included		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 200	WORK TYPE (1-12)	8	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 210000				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HES	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	0	0
SIGNALS (#)	3	3
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	38,500	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Vehicles "jumping" over existing low concrete divider resulting in head-on collisions with fatalities.

PROPOSED SOLUTION

Remove existing divider and replace with concrete median barrier.

REQUESTED REGION ENGINEER	DATE 8/9/84			
APPROVED. ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED. ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

84-94

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
S.E. Ochoco St. - S.E. 17th Ave.

REGION
Metro Region

PROJECT JUSTIFICATION

Replacing the existing low concrete divider with a concrete median barrier will prevent further fatal head-on collisions caused by vehicles crossing the existing divider.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

84-94

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
S.E. Ochoco St. - S.E. 17th Ave.

REGION
Metro Region

F ER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

A—95		SIGNS (PERMANENT)	E	STORM SEWER	N
CITIZEN'S ADVISORY COMM.		STRIPING (PERMANENT)	S	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N		

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N		
CONDITIONAL USE	N	SENSITIVE LAND	N		
FLOOD PLAIN	N	CULTURAL RESOURCE	N		
CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
STATE LANDS	N	SECTION 106	N		
GEOLOGY AND MINERALS	N	NOISE STUDY	N		
BUILDING	N	SECTION 4(F)	N		
SIGNALS	N	OLD (#)		NEW (#)	
UTILITIES		(LIST BELOW)			

COMPANIES
None

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED		DESIGN STANDARDS	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
-	-	-	-	5	-	12	12	3	12	12	-	5	-	-	-	-
-	-	-	-	5	-	12	12	3	12	12	-	5	-	-	-	-

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
DGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer
Date 10/12/84

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

84-94

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
S.E. Ochoco - S.E. 17th Ave.

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

NA
SWK

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

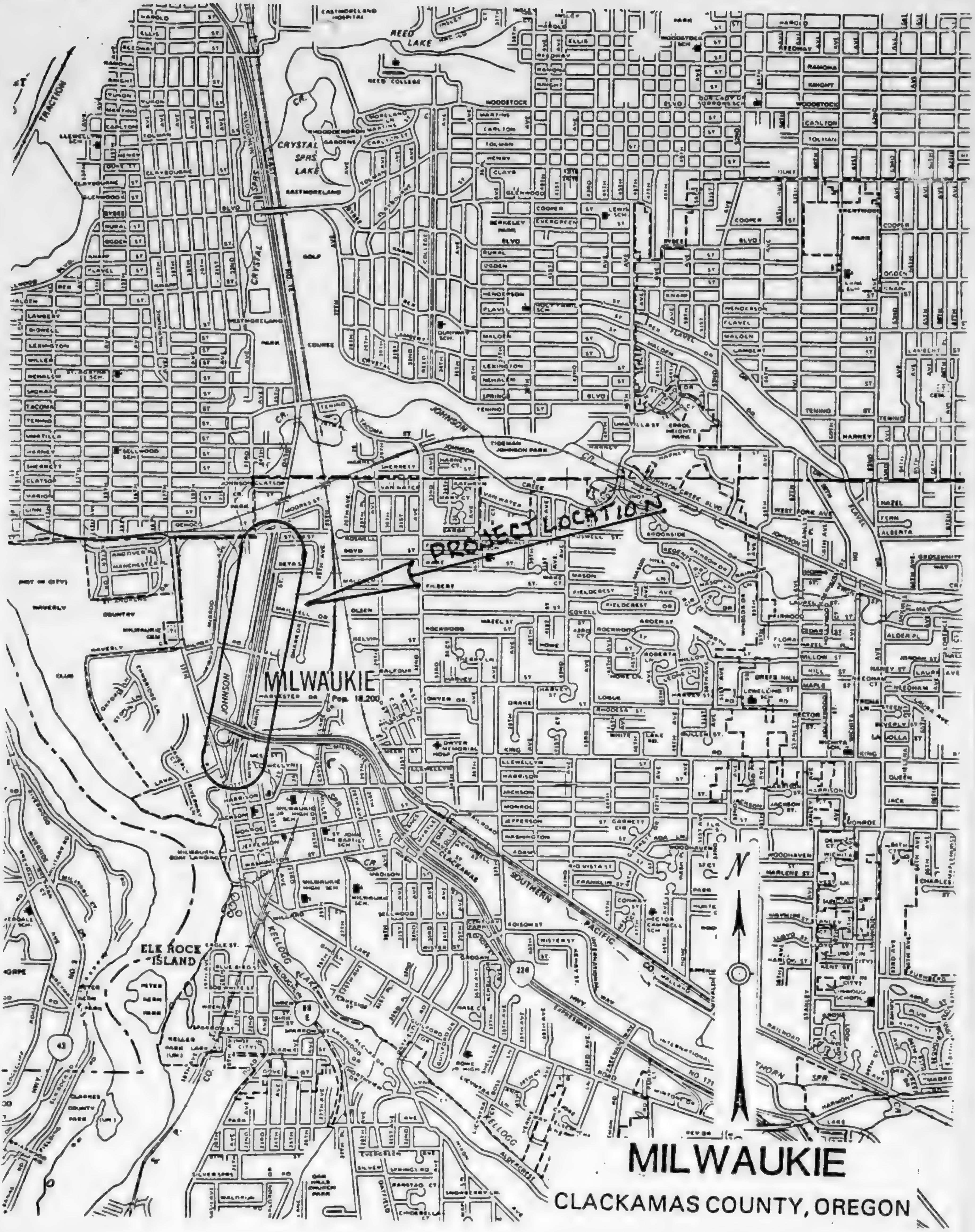
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


REED LAKE
REED COLLEGE
CRYSTAL SPRS. LAKE
EASTMORELAND
WESTMORELAND PARK
GOLF COURSE
JOHNSON CR.
TRACTION
JOHNSON CREEK BLVD
MILWAUKIE
Pop. 18,200
JOHNSON
ELK ROCK ISLAND
CLACKAMAS
SOUTHERN PACIFIC CO.
KELLOGG LAKE
224
99E
43
N

PROJECT LOCATION

MILWAUKIE

CLACKAMAS COUNTY, OREGON

Tra 7-9'

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6-2

Date: October 8, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50027
Project No. HES-26(38)
S.E. Ochoco St.-S.E. 17th Ave. Sec.
Pacific Highway East
Clackamas County

Attached data consists of PR-1 forms with project maps, Investigation report, Safety Priority Index System data sheets (17), Collision Diagrams and sketch map.

I request authorization to proceed with all phases of preliminary engineering including utility preparatory work necessary to obtain PS&E approval at an estimated total cost of $8,200 with an obligation of $7,380 in Federal Funds.

DRH:me
Attachments
cc: L.E. George
E.L. Hardt (Metro)
Wayne Schulte (Metro)
Karen Bunk (Metro)
General Files

Form 734-3122

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: August 16, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
SE Ochoco Street-SE 17th Avenue Section (Milwaukie)
Pacific Highway East

Region 1 has requested a project to install concrete median barrier on the subject section of the Pacific Highway East.

Construction will be by contract with all phases of engineering being performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds.
State	SE Ochoco St-SE 17th Ave (Milwaukie) Section Pacific Highway East Clackamas County	$210,000	$189,000	$21,000

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

APPROVED:

____
for State Highway Engineer

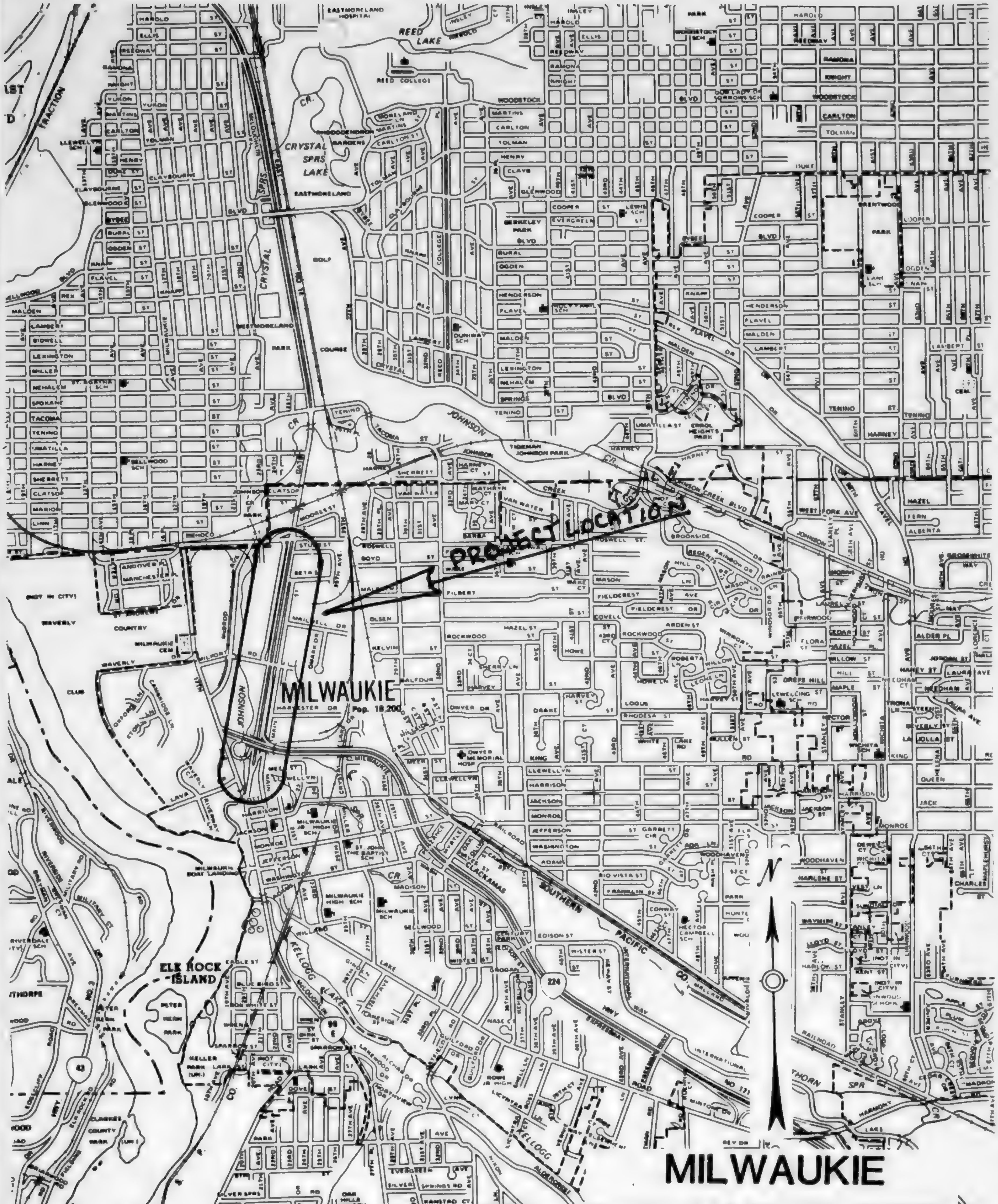
DATE: 8-21-84

RECEIVED
STATE HWY ENGR
AUG 17 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig
[illegible]
1/2
George
acctg
files 8-21

81-125-1387


PROJECT LOCATION
MILWAUKIE
Pop. 19,200
REED COLLEGE
REED LAKE
CRYSTAL SPRS LAKE
EASTMORELAND
GOLF COURSE
WESTMORELAND PARK
JOHNSON CREEK
JOHNSON CREEK BLVD
JOHNSON PARK
ERROL HEIGHTS PARK
WAVERLY COUNTRY CLUB
(NOT IN CITY)
MILWAUKIE CEM
ELK ROCK ISLAND
PETER KERR PARK
MILWAUKIE BOAT LANDING
MILWAUKIE HIGH SCH
MILWAUKIE JR HIGH SCH
ST. JOHN THE BAPTIST SCH
DWYER MEMORIAL HOSP
LEWELLING SCH
HECTOR CAMPBELL SCH
ROWE JR HIGH SCH
OAK HILLS CHURCH PARK
SOUTHERN PACIFIC CO RAILROAD
TRACTION
224
99E
43
N

MILWAUKIE

CLACKAMAS COUNTY, OREGON

1985 Kaylor Jct.-Silverton Sec, 9984
Rock Prod. Proj. @M.P. 19.35 Cascade
Hwy. S. N. of Silverton

9984-1

June 9, 1986

CON 5 - #9984

Oregon Automobile Insurance Company
P.O. Box 74
Portland, OR 97207

On February 19, 1986, we wrote to you concerning release of final payment on Contract No. 9984 awarded to Silverton Sand & Gravel for the Kaylor Junction-Silverton Rock Production Project in Clackamas and Marion Counties.

Final payment on this contract is $751.14 and the total contract amount is $44,897.24. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Silverton Sand & Gravel
1105 East Main
Silverton, OR 97381

Richard D. Hartley
308 N. First Street
Silverton, OR 97381

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

9984

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9984

TO: Robert Gormsen
Manager, Commission Services

DATE: February 13, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9984,	On Site Work Substantially Completed 8-30-85
All Work Completed	9-6-85	
Project	Kaylor Junction-Silverton	
Highway	Cascade South	
County	Clackamas and Marion	
Type of Work	Rock Production	
Contractor	Silverton Sand and Gravel	

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-19-86 - Surety letter written.

RECEIVED
FEB 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

79-1

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Kaylor Junction Silverton		WEEK ENDING Dec. 7, 1985
		SECTION PREFIX 24-1590
HIGHWAY		COUNTY Clackamas/Marion
NAME OF JOB Kaylor Junction (Silverton)	KIND OF WORK Rock Production	
CONTRACTOR Silverton Sand and Gravel	CONTRACT NUMBER 9984	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT March 26, 1985	DATE WORK STARTED June 17, 1985	ESTIMATED COMPLETION DATE August 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS 000 SPECIFIED CALENDAR DAYS 000	WORK DAYS USED 000 CALENDAR DAYS USED 00
PROJECT AUTHORIZATION: $ 48,837.69	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 44,572.39	ENGINEERING AUTHORIZATION $ 4,265.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 44,572.39	ENGINEERING COST TO DATE $ 4,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.0 %	PERCENT OF AUTHORIZATION 102 %	DATE PROJECT WAS COMPLETED: August 30, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
00	00	00	00	00	3/8" #10	1/4" - #10	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0	0.0	0.0	0.0
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	0.0cy	0.0tn	3430.C/Y	2140.0C/Y	0.0tn
TOTAL QUANTITIES CORRECTED TO DATE	0.0cy	0.0tn	0.0tn	0.0tn	0.0tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0.0cy	0.0tn	3585.0C/Y	2309.0C/Y	0
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	00	00	00	00	00	00		

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	*******	-0-		
MONDAY	2	Cloudy-----	-0-		
TUESDAY	3	Cloudy-----	-0-		
WEDNESDAY	4	Cloudy-----	-0-		
THURSDAY	5	Cloudy-----	-0-		
FRIDAY	6	Cloudy-----	-0-		
SATURDAY	7	*********	-0-		

CONTR. NO: 9984 DATE: Dec. 7, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No activity.
MONDAY 2	No Activity
TUESDAY 2	No Activity
WEDNESDAY 3	No Activity
THURSDAY 4	No Activity
FRIDAY 5	No Activity
SATURDAY 7	No activity.

REMARKS

STATUS: Stockpile remeasured 8-30-85. 1/4 - #10 = 2,309 C/Y
3/8 - #10 = 3585 C/Y
2nd Notice - August 30, 1985

Semi-Final Data submitted to Region November 14, 1985.
Third notification Dec. 6, 1985.

Final weekly report this contract.

SIGNED LOCATION Salem
Arvey D. Nelson, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1985 Michigan Ave.-S.C.L. Bandon 9985
Sec, Oregon Coast Highway in Bandon
(paving)

9985

June 9, 1986

CON 5 - #9985

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

On January 30, 1986, we wrote to you concerning release of final payment on Contract No. 9985 awarded to Bracelin-Yeager Excavating and Trucking, Inc. for work on the Michigan Avenue-S.C.L. Bandon Section of the Oregon Coast Highway in Coos County.

Final payment on this contract is $8,386.40 and the total contract amount is $169,269.29. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Bracelin-Yeager Excavating
and Trucking, Inc.
3055 Ocean Blvd.
Coos Bay, OR 97420

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9985

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 15, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9985, On Site Work Substantially Completed August 5, 1985

All Work Completed October 21, 1985

Project Michigan Ave.-S.C.L. Bandon

Highway Oregon Coast

County Coos

Type of Work Paving

Contractor Bracelin-Yeager Excavating & Trucking, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

Noted Gormsen

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

CONTR. NO: 9988 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE: AUGUST 17, 1985

SUNDAY 11	No activity.
12 MONDAY	NO ACTIVITY
13 TUESDAY	NO ACTIVITY.
14 WEDNESDAY	NO ACTIVITY.
15 THURSDAY	NO ACTIVITY.
16 FRIDAY	NO ACTIVITY.
17 SATURDAY	No activity

REMARKS

PROJECT COMPLETED 8/5/85.

SEMI-FINAL ESTIMATE SUBMITTED TO REGION 8/14/85.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Perry L. Nichols LOCATION COQUILLE, OR
F.D. MORRISON, PROJ. MGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: MICHIGAN AVE. - S.C.L. (BANDON)

WEEK ENDING: AUGUST 17, 1985

SECTION PREFIX: C09985

HIGHWAY: OREGON COAST

COUNTY: COOS

NAME OF JOB: MICHIGAN AVE.-S.C.L. (BANDON)

KIND OF WORK: PAVING

CONTRACTOR: BRACELIN & YEAGER

CONTRACT NUMBER: 9985

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: MARCH 26, 1985

DATE WORK STARTED: JULY 15, 1985

ESTIMATED COMPLETION DATE: AUGUST 5, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 30

SPECIFIED CALENDAR DAYS:

WORK DAYS USED:

CALENDAR DAYS USED: 29

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 97

PROJECT AUTHORIZATION: $205,827.71

EXCLUSIVE OF ENGINEERING: $189,506.57

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $169,241.15

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %

ENGINEERING AUTHORIZATION: $16,321.14

This Week: 3,843.78

ENGINEERING COST TO DATE: $16,543.41

PERCENT OF AUTHORIZATION: 101 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90

DATE PROJECT WAS COMPLETED: AUGUST 5, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	100	100	0	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.2
MILES PARTIALLY COMPLETED					0.0
MILES COMPLETED					1.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)					4,650 TN
TOTAL QUANTITIES CORRECTED TO DATE					4,440 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					4,440
AVERAGE DAILY QUANTITIES					888.1
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				PROJECT COMPLETE.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

LS __ TC __
SA __ CC __
FE __ CP __
FCC __
GCS __
FILE __

1985 Oregon Coast Hwy. Guardrail 9986
Proj. on Ore. Coast Hwy. 2 miles
North of Bend.

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 8/7/87	REPORT MADE BY 8-7-87 Richard R. Arnold, Area Engineer		PROJECT NO. F-2-2(25)
COMPLETION DATE (Actual) 7/2/85	ACCEPTANCE DATE BY CONRTACT AGENCY 11/8/85	TIME ELAPSED 100 %	CONTRACT TIME S.C.D. June 30, 1985

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

OREGON COAST HIGHWAY M. P. 233 - M. P. 282
Guardrail

This project provided for the removal and installation of approximately 1715 lineal feet of Type 2A and Type 3 guardrail, 850 feet of concrete shoulder barrier and connection of guardrail to structures at various locations along a 49.11 mile section of Highway 101 between North Bend and Port Orford.

A contract in the amount of $97,362.30 was awarded to Johnson Rock Products, Inc. of North Bend, Oregon on March 28, 1985. Project work began on April 19, 1985 and was completed in reasonably close conformance with the approved plans and specifications on 7/2/85 at a final cost of $110,979.42 which includes $78,915.59 for original bid item work, $18,213.45 for work completed under approved Price Agreements, $220.00 credit for liquidated damages, and $14,070.38 for construction engineering.

The specified completion date was 6/30/85 and the contract was completed 7/2/85. Therefore, 2 days liquidated damages in the amount of $220.00 was assessed.

A copy of the statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
AUG 13 '87

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 8/10/87	TITLE District Engineer	DATE 8/13/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

November 15, 1985

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#9986

Contract No. 9986 awarded to Johnson Rock Products, Inc. for the Oregon Coast Highway Guardrail Project in Coos County was completed on September 17, 1985 and accepted by the State Highway Division on November 8, 1985.

Final payment in the amount of $2,122.50 will be released to the contractor after November 20, 1985. The total contract amount is $96,909.04 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Johnson Rock Products, Inc.
P.O. Box 548
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

FKN:arc

NOTED ON CARD
11-15-85ac

9986

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 8, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9986, On Site Work Substantially Completed July 2, 1985

All Work Completed September 17, 1985

Project Oregon Coast Hwy. Guardrail Project

Highway Oregon Coast

County Coos

Type of Work Guardrail

Contractor Johnson Rock Products, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

noted
RWGormsen

RECEIVED
NOV 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9986 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: OREGON COAST HWY. GUARDRAIL PROJECT	WEEK ENDING: AUG. 17, 1985 SECTION PREFIX: C09986
	HIGHWAY: OREGON COAST	COUNTY: COOS
NAME OF JOB: OREGON COAST HWY. GUARDRAIL	KIND OF WORK: GUARDRAIL	
CONTRACTOR: JOHNSON ROCK PRODUCTS	CONTRACT NUMBER: C09986	FEDERAL AID PROJECT NUMBER: F-2-2(25)
DATE OF CONTRACT: MARCH 28, 1985	DATE WORK STARTED: APRIL 19, 1985	ESTIMATED COMPLETION DATE: JULY 8, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS:	WORK DAYS USED: CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $119,359.21	SPECIFIED COMPLETION DATE: JUNE 30, 1985	PERCENT OF TIME ELAPSED: 102
EXCLUSIVE OF ENGINEERING: $109,894.60	ENGINEERING AUTHORIZATION: $9,464.61 This Week $2,650.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $101,392.31	ENGINEERING COST TO DATE: $14,276.66	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT: ~~OVERRUN~~ XXXX UNDERRUN 4.3 %	PERCENT OF AUTHORIZATION: 151 %	DATE PROJECT WAS COMPLETED: 7/8/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	100	100	100	100		100	

		PA#1 GRADING	PA #2 SURFACING	MAINTENANCE MATERIALS	GUARD RAIL OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		49.11	49.11	0.0	49.11	0.0
MILES PARTIALLY COMPLETED		0.00	0.00	0.0	0.00	0.0
MILES COMPLETED		0.00	0.00	0.0	0.00	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	SEE	PA #1	885CY		1563LF	255
TOTAL QUANTITIES CORRECTED TO DATE			815CY		1515.5LF	245.41
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		0	815	0	1515.5LF	245.41
AVERAGE DAILY QUANTITIES			0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		0	0
NUMBER OF SHIFTS PER DAY			0		0	0
HOURS PER SHIFT			0		0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CL.... CAE .. RECEIVED IS.... TC....
COE.... CM .. SA.....CC.....
OE .... FE..... CP.....
CA .... FCC.....
CAM .... CONSTRUCTION CC.....
EEO........ SECTION FILE. ....

CONTR. NO: 9986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

DATE: AUG. 17,1985

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED 7/8/85. SEMI-FINAL SUBMITTED TO REGION 8/14/85.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Perry L Nichols LOCATION COQUILLE, OR

F.D. MORRISON, PROJ. MGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

jc STATE COPY cc: OSHD (C[illegible]ter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
JUL 29 '85
REFER TO
Fredrickson
FOR

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon

by 7/31

IN COMPANY WITH
Bill Quinn and Frank Morrison; OSHD

DATE OF INSPECTION July 24, 1985	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. F-2-2(25)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 101 %	WORK COMPLETED 100 %

NOTED
W. E. SCHWARTZ

OREGON COAST HIGHWAY GUARDRAIL PROJECT
OREGON COAST HIGHWAY
Guardrail

This project provided for the removal and installation of approximately 1563 lineal feet of Type 2A and Type 3 guardrail, 913 feet of concrete shoulder barrier and connection of guadrail to structures at various locations along a 49.11 mile section of Highway 101 between North Bend and Port Orford.

A contract in the amount of $97,362.30 was awarded Johnson Rock Products, Inc., North Bend, Oregon on March 28, 1985. Project work began on April 19, 1985 and was completed in reasonably close conformance with the approved plans and specifications on 7-8-85 at a final cost of $106,167.50 which includes $77,857.58 for original bid item work, $18,362.94 for work completed under approved price agreements, $220.00 credit for liquidated damages and $10,166.98 for construction engineering.

The contract specified that all work be completed on or before June 30, 1985. All work was completed on July 8, 1985; however, no project work was permitted during the 4th of July weekend which results in only a 2 day overrun in contract time for which liquidated damages were assessed.

Project records indicate that all materials incorporated into the work were tested or field inspected in accordance with approved procedures and found to be acceptable and in reasonably close conformance with specification requirements.

Based on the results of this inspection final acceptance of the contract work is recommended.

- WNB -

STATE COPY

TO BE COMPLETED BY FHWA 4-149	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Coos PROJECT NO. F-2-2(26)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oregon Coast Highway Guardrail Project Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		49.11
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 119,369.00	$ 105,214.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Barron
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon April 8, 1985

Federal Aid Project No. F-2-2(25)

Oregon Coast Highway Guardrail Project
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Guardrail (M.P. 233.00 to M.P. 282.11)

Mobilization	Lump Sum	All	Lump Sum	$ 6,400.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	800.00
Temporary Signs	Sq. Ft.	296	5.50	1,628.00
Temporary Barricades	Each	4	40.00	160.00
Flaggers	Hour	330	16.00	5,280.00
Removal of Guardrail	Lin. Ft.	600	2.00	1,200.00
Embankment in Place	Cu. Yd.	270	14.00	3,780.00
Trench Excavation	Cu. Yd.	130	13.50	1,755.00
Furnishing and Placing Topsoil	Cu. Yd.	20	20.00	400.00
Aggregate Base	Ton	1,195	9.80	11,711.00
Class "C" Asphalt Concrete	Ton	255	35.57	9,070.35
18-inch Culvert Pipe	Lin. Ft.	480	11.00	5,280.00
Guardrail, Type 2A	Lin. Ft.	1,313	12.15	15,952.95
Guardrail, Type 3	Lin. Ft.	250	17.50	4,375.00
Guardrail Anchors, Type 1	Each	8	325.00	2,600.00
Guardrail Anchors, Type 1 Modified	Each	4	300.00	1,200.00
Rail End Pieces, Type C	Each	8	100.00	800.00
Extra for 8-foot Posts	Each	32	5.00	160.00
Bridge Connections	Each	10	200.00	2,000.00
Adjust Guardrail	Lin. Ft.	200	5.00	1,000.00
Extra for Asphalt Approaches	Each	16	200.00	3,200.00
Concrete Barrier	Lin. Ft.	913	20.00	18,260.00
Delineators, Type 4	Each	14	25.00	350.00
				$ 97,362.30

Anticipated Items

Permanent Pavement Striping	All Required	$	7,000.00
Roadside Seeding & Mulching	All Required		800.00
		$	7,800.00
	Subtotal	$	105,162.30
	Engineering		14,196.70
	Total	$	119,359.00

Length of Project -------------- 49.11 mile

Federal Funds (88.15%)	$	105,214.00
State Funds		14,145.00
Total	$	119,359.00

Group 1	100%
Contract No.	9986
Prefix:	6-1989 P.E. 6-1093
Appn Code	010

DDB:bkb

Tra 7-92

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINIST. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-2-2(25)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40250

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
2/27/85

8. FEDERAL ROUTE NUMBER
Primary 2

9. STATE ROUTE NUMBER
Primary 9

10. GENERAL LOCATION:
Oregon Coast Highway Guardrail Project

11. GENERAL DESCRIPTION OF WORK
Guardrail

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 2/22/85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 2/25/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $147,872; Federal Funds $130,349.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
MAR 7 '85
REFER TO
Potter
FOR
Info | Act | File

Orig to 3/8

14. DATE
3/5/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Jrn 7-9

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 4, 1985
IN REPLY REFER TO
HFO.3-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-2-2(25)
Oregon Coast Highway Guardrail Project
Salvage of Existing Guardrail

For the reasons outlined in Mr. Kuehn's February 25, 1985 letter we concur that salvage value credit for the 250 feet of guardrail and 18 wood posts installed on previous Federal-aid projects is not necessary. We also agree that it is in the public interest for the State to salvage and stockpile this material in the Davis Slough Maintenance yard.

Sincerely yours,

G. K. Hossner
for
Dale E. Wilken
Division Administrator

cc:
OSHD (R Kuehn)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAR 5 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 16

February 25, 1985

RECEIVED
STATE HWY ENGR
FEB 27 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St., NE
Salem, OR 97301

Attention: Glenn Hossner

Oregon Coast Highway Guardrail Project
Oregon Coast Highway
Coos County

The Contractor on the project will be removing 600 feet of existing guardrail and constructing 1,300 feet of new guardrail, plus 900 feet of concrete shoulder barrier. The existing guardrail is, according to our records, 20 to 30 years old. About 250 feet of the existing guardrail was installed on Federal Aid projects and 350 feet installed by State Maintenance forces.

We are proposing to allow the Contractor to reuse existing rail members in good condition that meet our current standards. There is probably 150 feet (of the Federal Aid project amount) possibly more, that will not meet standards. We do not believe any posts will be suitable for reuse. The State would like to acquire rail members unacceptable for reuse and the old posts.

We propose to handle this by specifying that existing guardrail posts to be removed and rail members and hardware which are to be removed and do not meet current standards shall be stockpiled in the Davis Slough Maintenance site which is adjacent to the Oregon Coast Highway near Milepost 243.

The amount of guardrail installed on Federal Aid projects is 250 feet (H.P. 233.00-233.01 Lt. & Rt.-150 feet) and (H.P. 282.08-282.10 Lt. & Rt.-100 feet). The approximate number of posts is 18 and since they are 20 to 30 years old, are considered to have no value. Since the maximum credit for salvage value on the guardrail would be less than 50 dollars, we propose there be no salvage credit.

Form 734-3122

This proposal has been discussed and tentatively approved by Mr. Hossner of the FHWA.

We solicit your concurrence that it is in the public interest to salvage this material.

D. O. Christensen, P.E.
Road Design Engineer

By

Richard A. Kuehn, P.E.
Final Design Engineer

RK:FE:mg

bcc: H. S. Coulter
E. S. Hunter
Gary Potter
Bob Pool
J. J. Gix
T. Litchfield
Fred Eriksen

STATE OF OREGON

HIGHWAY DIVISION

INTEROFFICE MEMO

PRO

TO: FILES

DATE: November 7, 1984

FROM: Gary A. Potter, Manager GP
Program Section

SUBJECT: Oregon Coast Hwy. Guardrail Projects
Oregon Coast Highway
Coos County

The Region request to increase the scope of the subject project in the Six Year Program to upgrade additional bridge end rails and perform some needed upgrades on other rail sections has been denied by the Contract Schedule Committee.

The Design Section has recently received the job, and the project should be cut back to the scope identified in the Program.

GAP:pf

cc: H. S. Coulter
E. S. Hunter
R. N. Bothman
W. E. Schwartz
C. O. Fredrickson
J. H. Versteeg
Frank Terpin
Hank Wakerlig
Jim Gix, Region 3

RECEIVED
STATE HWY ENGR
NOV 8 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

81-125-1387

9986 Tia 7-9

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-2(20)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 40250

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/27/84
8. FEDERAL ROUTE NUMBER Primary 2
9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Oregon Coast Highway Guardrail Project

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $20,000 FF $17,630
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 7/25/84.

RECEIVED
STATE HWY ENGR
AUG 3 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
8/3

14. DATE 8/1/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Coos County

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02121

SECTION Oregon Coast Highway - Coos County Guard Rail Projects

REGION 3

Hwy # 9

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 6-1989

DATE 4/26/84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		3,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		2,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 20,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX NA

FEDERAL AID PROJECT NUMBER F-[illegible]-[illegible](20[illegible]

LOCATION ENGINEER'S REMARKS

This authority is for preparation of plans and specifications for contract construction, replacing substandard guard rail in Coos County.

1 ✓

RECEIVED

2 E

3

ROAD DESIGN SECTION

NOTED
RICK KUEHN

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X W. J. [illegible]	DATE 5/14/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E. [illegible]	DATE 7-6-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 6-1-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02121

SECTION OREGON COAST HIGHWAY - GUARD RAIL PROJECTS	REGION 3

STATE HIGHWAY # 9	HIGHWAY NAME OREGON COAST	MILE POST FROM 220.58 TO 285.78	LENGTH 65.2
☐ URBAN ☒ RURAL	CITY	COUNTY COOS	ROAD/STREET NAME
ROUTE # U.S. 101	FEDERAL AID # F.A.P. 2	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 22.0	GRADING (✓)	YES	FILES (#)	6
RIGHT OF WAY	$ 0	PAVING (✓)	YES	ACRES (#)	0
ROADWAY	$ 220.0	STRUCTURES (✓)	NO	RELOCATIONS (#)	0
STRUCTURES	$ 0	SIGNING (✓)	NO	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 0	SIGNALS (✓)	NO	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ 0	ILLUMINATION (✓)	NO	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 22.0			RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 88.0	DESIGN CATEGORY (1-7)	2	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 330.0	WORK TYPE (1-12)	3	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE	$ 352.0			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE F.A.P.	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	0
STRUCTURES (#)	0	0
SIGNALS (#)	0	0
BIKE PATH (Y/N)	Y	N
AVERAGE DAILY TRAFFIC	10,000	12,000
YEAR OF AVERAGE DAILY TRAFFIC	1980	1987

DEFINE THE PROBLEM

The purpose of this PROJECT PROSPECTUS is to up grade the existing Guard Rail on highway 101 Coos County at the existing Bridge Ends, some areas south of Bullards Bridge Bandon and Haynes Inlet North Bend.

PROPOSED SOLUTION

Up grade the guard rail and improve highway safety.

REQUESTED REGION ENGINEER X W. J. [illegible]	DATE 5/14/84			
APPROVED. ASST HWY ENG FOR OPERATIONS X	DATE			
APPROVED ASST HWY ENG FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE 18 JAN 84	PROGRAM YEAR 85	FUNDING FAP

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02121

SECTION
OREGON COAST HIGHWAY - GUARD RAIL PROJECTS

REGION 3

PROJECT JUSTIFICATION

The intent, rather than try to up grade all the guard rail ; some of which was installed over the past years and not to standard specs, but to bring the guard rail up to standard at all existing bridge ends, and some runs south of Bullards Bridge at Bandon and the runs at Haynes Inlet North Bend.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02121

SECTION Oregon Coast Highway - Coos County Guard Rail Projects

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#) 0 NEW (#)	0

UTILITIES 6 (LIST BELOW)

COMPANIES
Pacific Power & Light
City of Bandon (power)
Coos - Curry Electric
G.T.E. (telephone)
Cable T.V. Coos Bay Water Board

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
on shld.				6.0'				×				6.0'				on shld.

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Aggegate Base	6"				
A.C. Pavement	3"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	NA			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02121

REGION 3

SECTION
Oregon Coast Highway - Coos County Guard Rail Projects

ESTIMATED RIGHT-OF-WAY IMPACTS

Proposed guard rail upgrading would be entirely within existing highway right-of-way.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

There will be no change in land use. Proposed project to upgrade existing guard rail is within existing highway right-of-way.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

There would be no impact on traffic flow, but highway safety would be greatly improved by upgrading substandard guard rail.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

There will be no impact on rivers, streams, wetlands, endangered species or other natural ecological resources.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

There will be no impact on parks, historic properties, or other cultural or scenic resources.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

Existing guard rail does not meet present highway safety standards.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

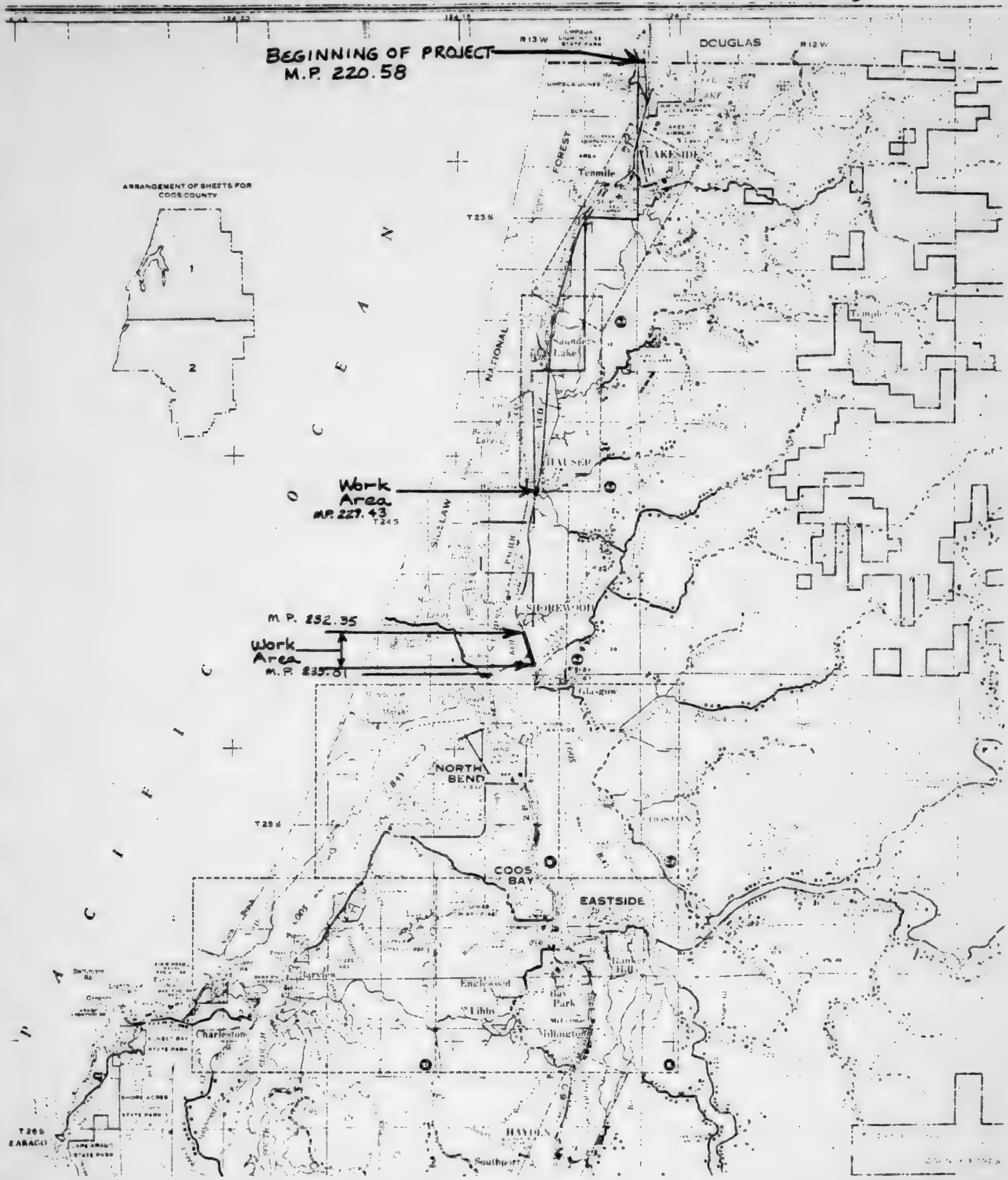
☒ CLASS 2 (CATEGORICAL EXCLUSION)

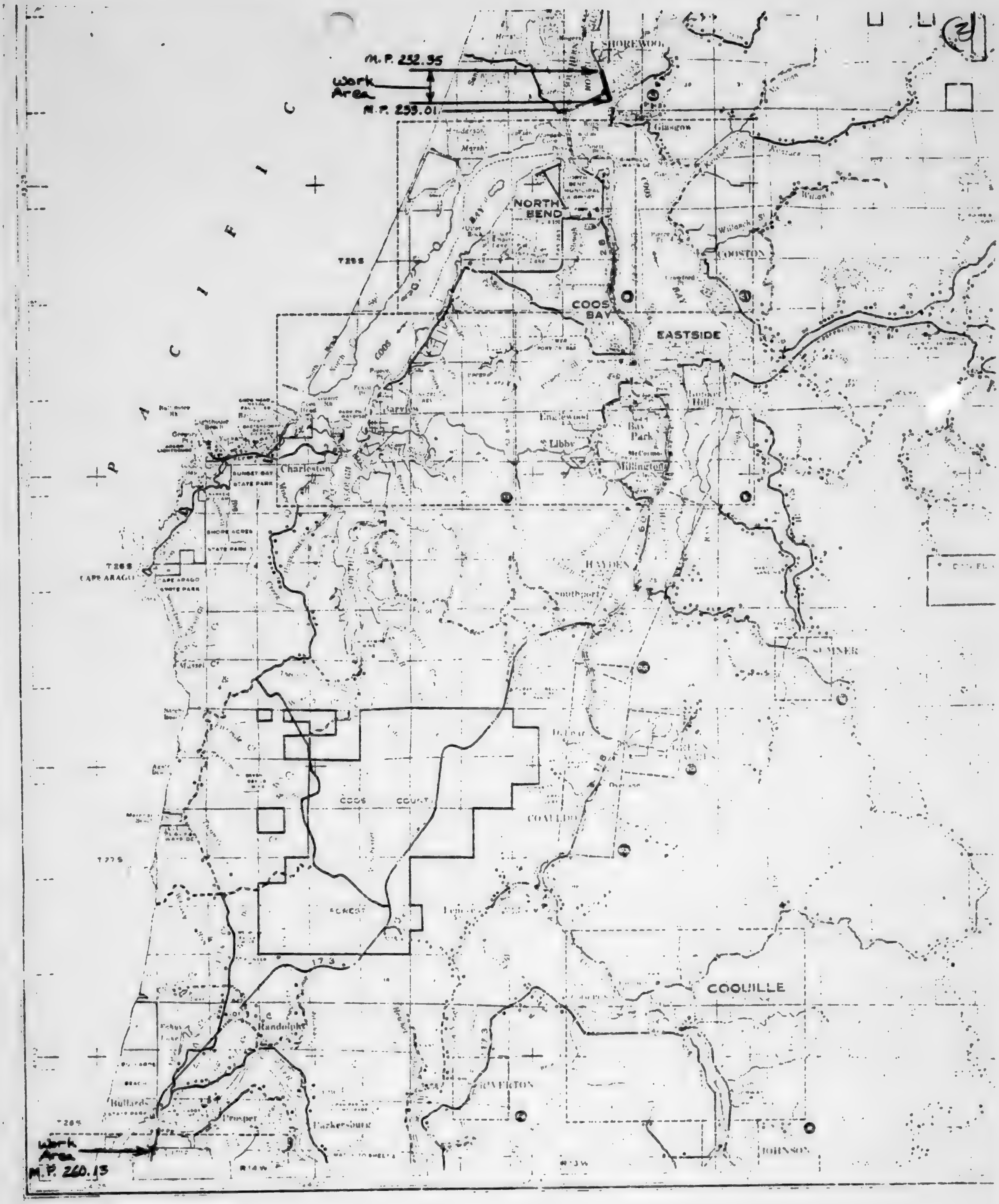
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

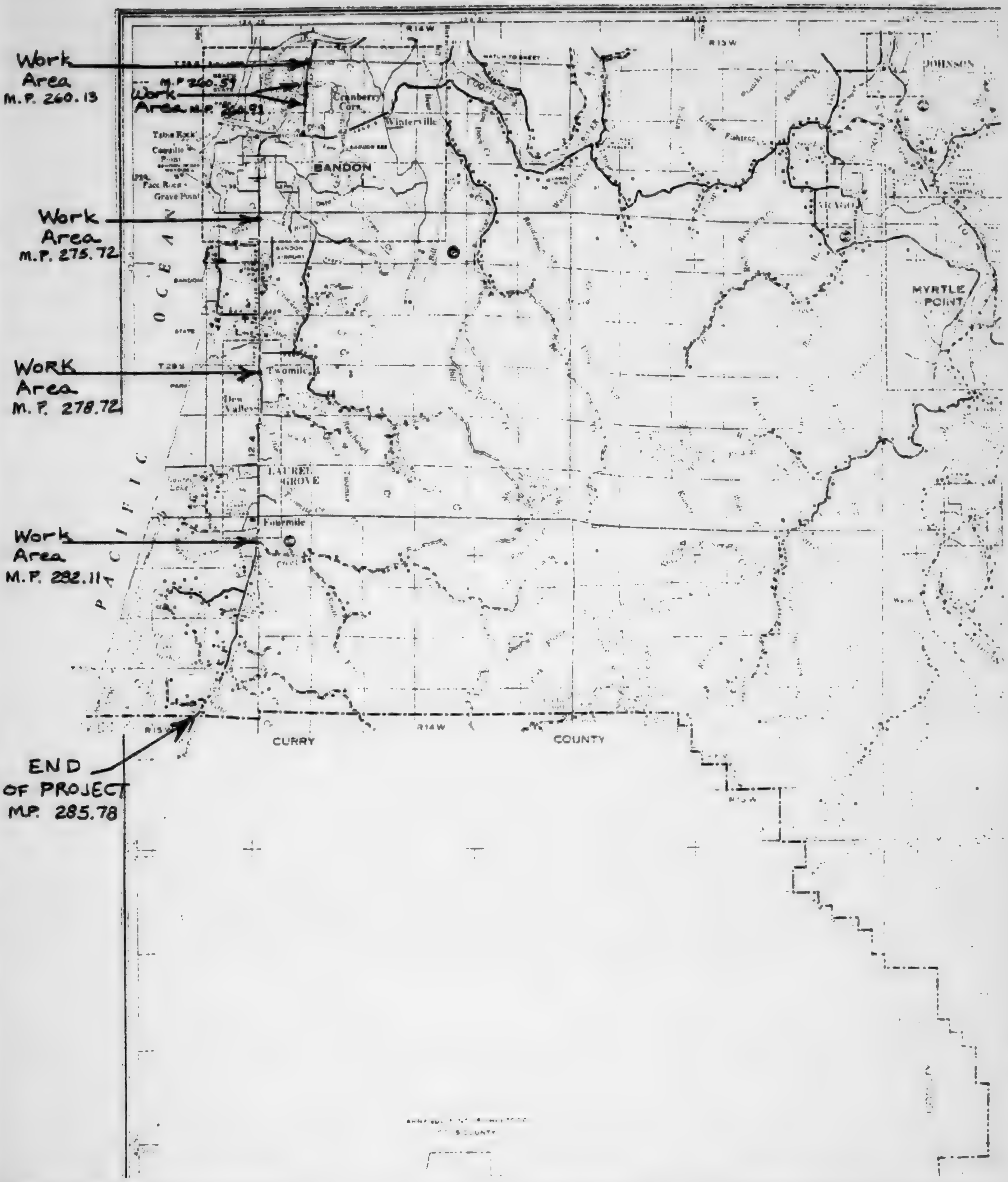
OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X	[illegible]	

ORE. COAST. G.R. PROJECT LOCATIONS (3 pages)


BEGINNING OF PROJECT
M.P. 220.58
Work Area
M.P. 227.43
M.P. 232.35
Work Area
M.P. 235.01
DOUGLAS
R13W
R12W
ARRANGEMENT OF SHEETS FOR COOS COUNTY
1
2
LAKESIDE
Tenmile
FOREST
NATIONAL
SIUSLAW
Saunders Lake
HAUSER
SHOREWOOD
Glasgow
NORTH BEND
COOS BAY
EASTSIDE
Charleston
Englewood
Libby
Bunker Hill
Bay Park
Millington
Southport
T23S
T24S
T25S
T26S
PACIFIC OCEAN

②
M.P. 232.95
Work Area
M.P. 233.01
SHOREWOOD
Glasgow
NORTH BEND
COOS BAY
EASTSIDE
COOSTON
PACIFIC
T 25 S
Charleston
SUNSET BAY STATE PARK
SHORE ACRES STATE PARK
CAPE ARAGO
CAPE ARAGO STATE PARK
T 26 S
Englewood
Libby
Bay Park
Millington
HAYDEN
Southport
SUMNER
COOS COUNTY
FOREST
COALEDO
T 27 S
Randolph
Bullards
Prosper
Parkersburg
RIVERTON
COQUILLE
JOHNSON
T 28 S
R 14 W
R 13 W
Work Area
M.P. 260.13


R14W
R13W
JOHNSON
Cranberry Cors.
Winterville
Table Rock
Coquille Point
Face Rock
Grave Point
BANDON
OCEAN
PACIFIC
MYRTLE POINT
Norway
Twomile
New Valley
LAUREL GROVE
Fourmile
R15W
CURRY
COUNTY

Work Area M.P. 260.13

M.P. 260.59

Work Area M.P. 260.93

Work Area M.P. 275.72

Work Area M.P. 278.72

Work Area M.P. 282.11

END OF PROJECT M.P. 285.78

1985 Euchre Cr.-Ophir Rest Area 9987
Sec, Ore. Coast Hwy. S. Euchre Cr. Br.
(paving)

July 3, 1986

CON 5 - #9987

Fireman's Fund Insurance Co.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

Attention: Fidelity & Surety Department

Contract No. 9987 awarded to Tidewater Contractors, Inc. for work on the Euchre Creek-Ophir Rest Area Section of the Oregon Coast Highway in Curry County was completed on March 6, 1986, and accepted by the State Highway Division on June 6, 1986.

Final payment in the amount of $7,385.13 will be released to the contractor after July 9, 1986. The total contract amount is $176,620.32 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cc: Tidewater Contractors, Inc.
P.O. Box 1956
Brookings, OR 97440

Tromp & McKinley Insurance, Inc.
P.O. Box 1357
Eugene, OR 97440

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

9987

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9987

TO: Robert Gormsen
Manager, Commission Services

DATE: June 6, 1986 duplicate

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9987, On Site Work Substantially Completed June 20, 1985

All Work Completed March 6, 1986

Project Euchre Creek-Ophir Rest Area

Highway Oregon Coast

County Curry

Type of Work Paving

Contractor Tidewater Contractors, Inc.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

memo of 6/6 lost in mail

7-3-86 - Surety letter written.

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONTR. NO: C09887

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 4	No activity
5 MONDAY	Picking up temporary signs, Stafford Road Working on signals, Wilsonville Road
6 TUESDAY	Working on signals, Wilsonville Road
7 WEDNESDAY	Turning on signals, Wilsonville Road Working on punch list, Wilsonville Road Installing bark mulch, D2 line, Wilsonville
8 THURSDAY	Adjusting guardrail, Stafford Road
9 FRIDAY	No activity
3 SATURDAY	No activity

REMARKS

This project was completed (with the exception of the landscaping) August 7, 1985.

SIGNED Gerald Bixby
for Charles Lobaugh
LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

[illegible]

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Stafford Road Wilsonville Intg

WEEK ENDING: August 9, 1985

SECTION PREFIX: C09887/011

HIGHWAY: Pacific

COUNTY: Washington-Clackamas

NAME OF JOB: Stafford Rd - Wilsonville Intg

KIND OF WORK: Grading,Paving,Signing,Signals,Illum,Lndscp

CONTRACTOR: Cascade Construction Co.

CONTRACT NUMBER: C09887

FEDERAL AID PROJECT NUMBER: IR-5-5(88)284

DATE OF CONTRACT: September 14, 1984

DATE WORK STARTED: April 2, 1985

ESTIMATED COMPLETION DATE: September 15, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 16 SUPERVISION: 1

SPECIFIED WORK DAYS: 120

SPECIFIED CALENDAR DAYS:

WORK DAYS USED: 123

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 5, 1985

PERCENT OF TIME ELAPSED: 103

PROJECT AUTHORIZATION: $ 833,860.72

EXCLUSIVE OF ENGINEERING: $ 767,739.61

ENGINEERING AUTHORIZATION: $ 66,121.11

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 763,912.68

ENGINEERING COST TO DATE: $ 73,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Inc. Eng. 85

ESTIMATED PERCENT: OVERRUN UNDERRUN: 99 %

PERCENT OF AUTHORIZATION: 110 %

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	80	80		100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					4600 T
TOTAL QUANTITIES CORRECTED TO DATE					0 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					1101.98
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 3 PU trucks, 2 boom trucks, van

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4		1		
MONDAY 5		1		
TUESDAY 6		1		
WEDNESDAY 7		1		
THURSDAY 8		0		
FRIDAY 9		0		
SATURDAY 3		0		

E RECEIVED
CONSTRUCTION
SECTION

1985 Gardiner-Scholfield Br. Sec, 9988
Oregon Coast Hwy. betwn Reedsport &
Gardiner. (paving)

December 19, 1985

CON 5
9988

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9988 awarded to Johnson Rock Products, Inc. for paving on the Gardiner-Scholfield Bridge Section of the Oregon Coast Highway in Douglas County was completed on August 15, 1985, and accepted by the State Highway Division on December 4, 1985.

Final payment in the amount of $9,198.30 will be released to the contractor after December 24, 1985. The total contract amount is $387,042.45, and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
V. E. Skogg, Attn: Frank Griffin
James J. Gix

9988

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 4, 1985

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9988, On Site Work Substantially Completed 7-22-85
All Work Completed	8-15-85
Project	Gardiner-Scholfield Bridge
Highway	Oregon Coast
County	Douglas
Type of Work	Paving
Contractor	Johnson Rock Products, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

12-19-85 - Surety letter written. mab

On Agenda

Noted RWGormsen

RECEIVED
DEC 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9988

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: GARDINER - SCHOLFIELD BR. SEC.

WEEK ENDING: AUG. 17,1985

SECTION PREFIX: C09988

HIGHWAY: OREGON COAST

COUNTY: DOUGLAS

NAME OF JOB: GARDINER-SCHOLFIELD BRIDGE

KIND OF WORK: PAVING

CONTRACTOR: JOHNSON ROCK PRODUCTS

CONTRACT NUMBER: 9988

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: MAY 26, 1985

DATE WORK STARTED: MAY 30, 1985

ESTIMATED COMPLETION DATE: ~~AUGUST 31,~~ July 22, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0
SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: AUGUST 31, 1985

PERCENT OF TIME ELAPSED: 87

PROJECT AUTHORIZATION: $452,609.51

EXCLUSIVE OF ENGINEERING: $416,719.77

ENGINEERING AUTHORIZATION: $35,889.74

This Week: 9,299.89

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $392,444.15

ENGINEERING COST TO DATE: $33,949.87

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93

ESTIMATED PERCENT: UNDERRUN 6 %

PERCENT OF AUTHORIZATION: 95 %

DATE PROJECT WAS COMPLETED: 7-22-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
0	0	0	0	100	134	0	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					3.04
MILES PARTIALLY COMPLETED					0.0
MILES COMPLETED					0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12000		12000 TN
TOTAL QUANTITIES CORRECTED TO DATE			13513		12000 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			13513		11,938
AVERAGE DAILY QUANTITIES					1,059
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE.... CAE .... RECEIVED LS.... C......
COE.... CM .... SA.... CC......
OE .... PE.... CP......
CA.......... FCC.. ✓.......
CAM .... CONSTRUCTION SECTION
EEO.......... FILE..........

CONTR. NO: 9988 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK** DATE: AUG. 17, 1985

SUNDAY 11	No activity.
12 MONDAY	NO ACTIVITY.
13 TUESDAY	NO ACTIVITY
14 WEDNESDAY	NO ACTIVITY
15 THURSDAY	NO ACTIVITY.
16 FRIDAY	NO ACTIVITY
17 SATURDAY	No activity

REMARKS

PROJECT COMPLETED. 7/22/85

SEMI-FINAL SUBMITTED TO REGION 8/12/85.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED ______________ LOCATION COQUILLE, OR

F.D. MORRISON, PROJ. MGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

1985 Rogue Valley Hwy. @ S. Stage 9989
Rd. Sec, Rogue Valley Hwy. S. Medford.
(traffic signal install.)

C+A 8145 8-29-84
1-21-86

jc 9929 cc: OSHD (Rulien)

STATE COPY ~

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

6-5-86

REGION NO. 10	REPORT NO. 3	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT June 5, 1986	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-37(10)
COMPLETION DATE (Actual) 9-21-85	ACCEPTANCE DATE BY CONRTACT AGENCY February 28, 1986	TIME ELAPSED 92 %	CONTRACT TIME SCD 10-31-85

LOCATION

SR 99, 1.7 miles south of Medford SCL

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROGUE VALLEY HWY @ SOUTH STAGE ROAD
ROGUE VALLEY HIGHWAY
Signal

This project provided for the installation of a three phase traffic signal system including sidewalk ramps at the intersection of the Rogue Valley and South Stage Road south of Medford. A contract in the bid amount of $41,740.50 was awarded Sim's Electric Division of Pacific Electric Contractor on 3-28-85. Contract work began on 7-29-85 and was completed in reasonably close conformance with the plans and specifications on 9-21-85 at a final estimated cost of $55,051.64 which includes $41,625.00 for original bid item work, $1,011.15 for work completed under approved Price Agreements, $55.18 for Force Account work, $5,364.63 for work completed by State forces and $6,995.68 for construction engineering.

All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report.

- WNB -

RECEIVED
STATE HWY ENGR
JUN 9 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ
cy 6/17

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W N Bryant		SIGNATURE G. K. [illegible]	
TITLE Area Engineer	DATE 6-6-86	TITLE Field Operations Engineer	DATE 6/6/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

March 10, 1986

CON 5
#9989

Ohio Casualty Insurance Company
2525 S.W. First
Portland, OR 97297

Contract No. 9989 awarded to Pacific Electrical Contractors, Inc. and Sims Electric Division of Pacific Electrical Contractors, Inc. for a traffic signal on the Rogue Valley Highway at South Stage Road in Jackson County was completed on December 11, 1985, and was accepted by the State Highway Division on February 28, 1986.

Final payment in the amount of $500.00 will be released to the contractor after March 17, 1986. The total contract amount is $42,691.33 including $55.18 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Pacific Electrical Contractors, Inc.
and Sims Electric Div. of Pacific
Electrical Contractors, Inc.
920 South Grape
Medford, OR 97501

Ohio Casualty Ins. Co.
136 N. 3rd Street
Hamilton, OH 43011

James R. Cox
Security Insurance Agency, Inc.
P.O. Box 4640
Medford, OR 97501

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James Gix

9989

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9989

TO: Robert Gormsen
Manager, Commission Services

DATE: February 28, 1986

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9989, On Site Work Substantially Completed September 21, 1985

All Work Completed December 11, 1985

Project Rogue Valley Hwy. @ South Stage Rd.

Highway Rogue Valley

County Jackson

Type of Work Traffic Signals

Contractor Sims Electric Division of Pacific Electric Cont.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-10-86- Surety letter written.

Noted
Bwg.

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-37(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10014

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
June 20, 1985	Primary 27	Primary 63

10. GENERAL LOCATION:
Rogue Valley Highway at South Stage Road Section

11. GENERAL DESCRIPTION OF WORK
Furnish signal program board and software

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-20-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 3 is approved to a TEC of $700; Federal Funds $630.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig. to
1/24

14. DATE 1/23/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

January 21, 1986

AGR

Jackson County Public Works Department
200 Antelope Road
White City, OR 97503

MISC. CONTRACTS and
AGREEMENTS No. 8146

Attached for your records are three fully executed copies of a supplemental agreement that clarifies operation and maintenance responsibilities on the Rogue Valley Highway at South Stage Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Robert W. Gormsen
COMMISSION SERVICES

fkn

Attachment

bc Gary Potter (agree. attached)

M-7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 17, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-37(10)

Contract 9989, Work Completed September 21, 1985

Project Rogue Valley Hwy. @ South Stage Rd.

Highway Rogue Valley

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-30-85

RECEIVED
STAT. HWY ENGR
DEC 19 '85
REFER TO
FOR
Info Inves R/D

G. K. Hassner
for Dale E. Wilken
Division Administrator

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
DEC 18 1985
OREGON DIVISION

734-2023 (2-85)

99[illegible]

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rogue Valley Hwy.@ S.Stage Rd.

WEEK ENDING: December 14,1985

SECTION PREFIX: C09989

HIGHWAY: Rogue Valley

COUNTY: Jackson

NAME OF JOB: Rogue Valley Hwy @ S.Stage Rd.

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Sims Elect.Div.of Pacific Elect

CONTRACT NUMBER: 9989

FEDERAL AID PROJECT NUMBER: HES 37 (10)

DATE OF CONTRACT: March 28,1985

DATE WORK STARTED: July 29,1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

WORK DAYS USED:

CALENDAR DAYS USED: 55

SPECIFIED COMPLETION DATE: Oct.31,1985

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $53,432.00

EXCLUSIVE OF ENGINEERING: $48,765.45

ENGINEERING AUTHORIZATION: $4666.55

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $46,665.50

ENGINEERING COST TO DATE: $6995.68

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN: -4.5 %

PERCENT OF AUTHORIZATION: 150 %

DATE PROJECT WAS COMPLETED: September 21,1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONTR. NO: 9989 DATE: Dec.14,1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: Signals complete and turned on. 3rd Notification 12/11/85
Semi-final has been sent in.

VISITORS:

SIGNED Busey LOCATION Medford

Ron Busey

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9989

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-65	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Jackson
MODIFICATION NUMBER 1	11-15-85	Project Number HES-37(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 53,432.00	$ 55,691.00
Federal funds	$ 48,088.00	$ 50,121.00
Other revisions		

This modification is made for the following reasons: to include increase in construction cost and construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible]TH day of [illegible], 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 6, 1985

FEDERAL AID PROJECT NO. HES-37(10)

ROGUE VALLEY HWY. @ S. STAGE ROAD SEC.
JACKSON COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
TRAFFIC SIGNAL (1 LOCATION)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Loop Detector Pad (PA #1A)	$ 337.05			3	$ 1,011.15
					$ 1,011.15

Increase	$ 1,011.15
Subtotal from estimate of April 8, 1985	46,665.50
Subtotal	$ 47,676.65
Engineering	8,014.35
Total	$ 55,691.00

Length of Project	0.0 mi.

Federal Funds (90%)	$ 50,121.00
State Funds	5,570.00
Total	$ 55,691.00

Group 1 100%
Contract No. 9989
Prefix: 15-9989
Prefix: C09989
Appn Code: 141
RLC:bkb

STATE COPY

TO BE COMPLETED BY FHWA		
4-150	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Jackson PROJECT NO. HES-37(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Rogue Valley Hwy. @ South Stage Road Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-15-85	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 53,432.00	$ 48,088.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon April 8, 1985

Federal-Aid Project No. HES-37(10)

Rogue Valley Hwy. @ S. Stage Road Section
Jackson County

PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signal (1 Location)

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 500.00
Temporary Signs	Sq. Ft.	243	1.50	364.50
Flaggers	Hour	60	5.00	300.00
Sidewalk Ramps	Each	3	255.00	765.00

Traffic Signals

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	32,263.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	7,548.00
				$ 41,740.50

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,000.00
Signal Controller Testing	All Required	1,925.00
		$ 4,925.00
	Subtotal	$ 46,665.50
	Engineering	6,766.50
	Total	$ 53,432.00

Length of Project	0.0 mi.

Federal Funds (90)%	$ 48,088.00
State Funds	5,344.00
Total	$ 53,432.00

Group 1 100%
Contract No. 9989
Prefix: 15-9989
15-1051
Appn Code 141
DDB:bkb

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

Kalien

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Jackson	DIVISION Oregon

IN COMPANY WITH
Ron Busey, Project Manager; OSHD

DATE OF INSPECTION 10-30-85	INSPECTION MADE BY W. N. Bryant, Area Engineer	PROJECT NO. HES-37(10)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 92 %	WORK COMPLETED 100 %

ROGUE VALLEY HWY at SOUTH STAGE RD.
ROGUE VALLEY HIGHWAY
Signal

NOTED
W. E. SCHWARTZ

This project provided for the installation of a three phase traffic signal system including sidewalk ramps at the intersection of the Rogue Valley and South Stage Road south of Medford. A contract in the bid amount of $41,740.50 was awarded Sim's Electric Division of Pacific Electric Contractor on 3-28-85. Contract work began on 7-29-85 and was completed in reasonably close conformance with the plans and specifications on 9-21-85 at a final estimated cost of $49,396 which includes $41,625 for original bid item work, $1,011 for work completed under approved price agreements, $5,625 for State Force work and $6,740 for construction engineering.

A total of 55 calendar days were used in completing the work as compared to the 60 calendar days allowed under the contract. Project records indicate all materials incorporated into the work were tested or field inspected in reasonably close conformance with specification requirements.

The signal system is functioning satisfactorily and the overall appearance of the project is considered very good. Based on the results of this inspection, final acceptance of the contract work is recommended.

- WNB -

RECEIVED
STAT . HWY ENGR
NOV 14 '85
REFER TO
Fredrickson

11/15

Form FHWA-1446A
(Rev. 2-84)

[illegible]

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: April 5, 1985

[illegible]

FROM: H. S. Coulter
H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
March 21, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened March 21, 1985 on the following projects:

1. S.E. Ochoco Street-S.E. 17th Avenue (Milwaukie)
   Pacific Highway East, Clackamas County
   Grading, Paving and Barrier
   Median Barrier Installation

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Kaylor Junction-Silverton
   Cascade South Highway
   Clackamas and Marion Counties
   Rock Production
   Aggregate Crushing

   Same as No. 1.

3. Michigan Avenue-S.C.L. Bandon
   Oregon Coast Highway
   Coos County
   Paving
   Overlay

   Same as No. 1.

4. Oregon Coast Highway Guardrail
   Oregon Coast Highway
   Guardrail

   Same as No. 1.

5. Prineville Rock Production
   Ochoco Highway
   Crook County
   Rock Production
   Aggregate Crushing

   Same as No. 1.

6. Euchre Creek-Ophir Rest Area
   Oregon Coast Highway
   Curry County
   Paving
   Overlay

   Same as No. 1.

7. Bend Rock Production
   McKenzie and Century Drive Highways
   Deschutes County
   Rock Production
   Aggregate Crushing

   Same as No. 1.

8. Gardiner-Scholfield Bridge
   Oregon Coast Highway
   Douglas County
   Paving
   Overlay

   Same as No. 1.

9. Rogue Valley Highway @ South Stage Road
   Rogue Valley Highway
   Jackson County
   Traffic Signal

   Pedestrian signals and sidewalk ramps will be installed for bicycle and pedestrian use.

10. E. Fremont Interchange-W. Marquam Interchange
    Stadium Freeway
    Multnomah County
    Illumination Revision

    Same as No. 1.

11. Ross Island Bridge
    Mt. Hood Highway
    Multnomah County
    Bridge Deck Overlay

    Same as No. 1.

12. District 10 Rock Production
    The Dalles-California and Ochoco Highways
    Wasco, Jefferson and Wheeler Counties
    Rock Production
    Aggregate Crushing

    Same as No. 1.

HSC:RPS:ja
cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool
George Bell
Don Harwell

97'1

Tra 7-6 a,

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-37(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Jackson

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-5-85

4. PROGRAM NO.

5. ITEM NO. 10014

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 6 '85
REFER TO Potter
FOR

orig w/ atts 3/6

7. DATE AUTHORIZATION EFFECTIVE 2/27/85

8. FEDERAL ROUTE NUMBER Primary 37

9. STATE ROUTE NUMBER Primary 63

10. GENERAL LOCATION:

Rogue Valley Highway at South Stage Road Section

11. GENERAL DESCRIPTION OF WORK

Traffic Signal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 2/19/85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 2/25/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $58,970; Federal Funds $53,073.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 3/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

2 7-6

August 29, 1984

Jackson County Board of Commissioners
Courthouse
Medford, OR 97501

AGR 4

Attention: Kathy Beckett
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 9145

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement for installation of traffic signal equipment on the Rogue Valley Highway at South Stage Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: October 3, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Project
Rogue Valley Highway @ South Stage Road MP 9.80

Region 3 has requested a project to install traffic signals at the subject location.

Construction will be by contract. All phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Rogue Valley Hwy @ South Stage Rd Jackson County	$90,000	$72,000	$9,000

The project has been investigated and is eilgible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George

L. E. GEORGE
Traffic Engineer

RHB
Attachments

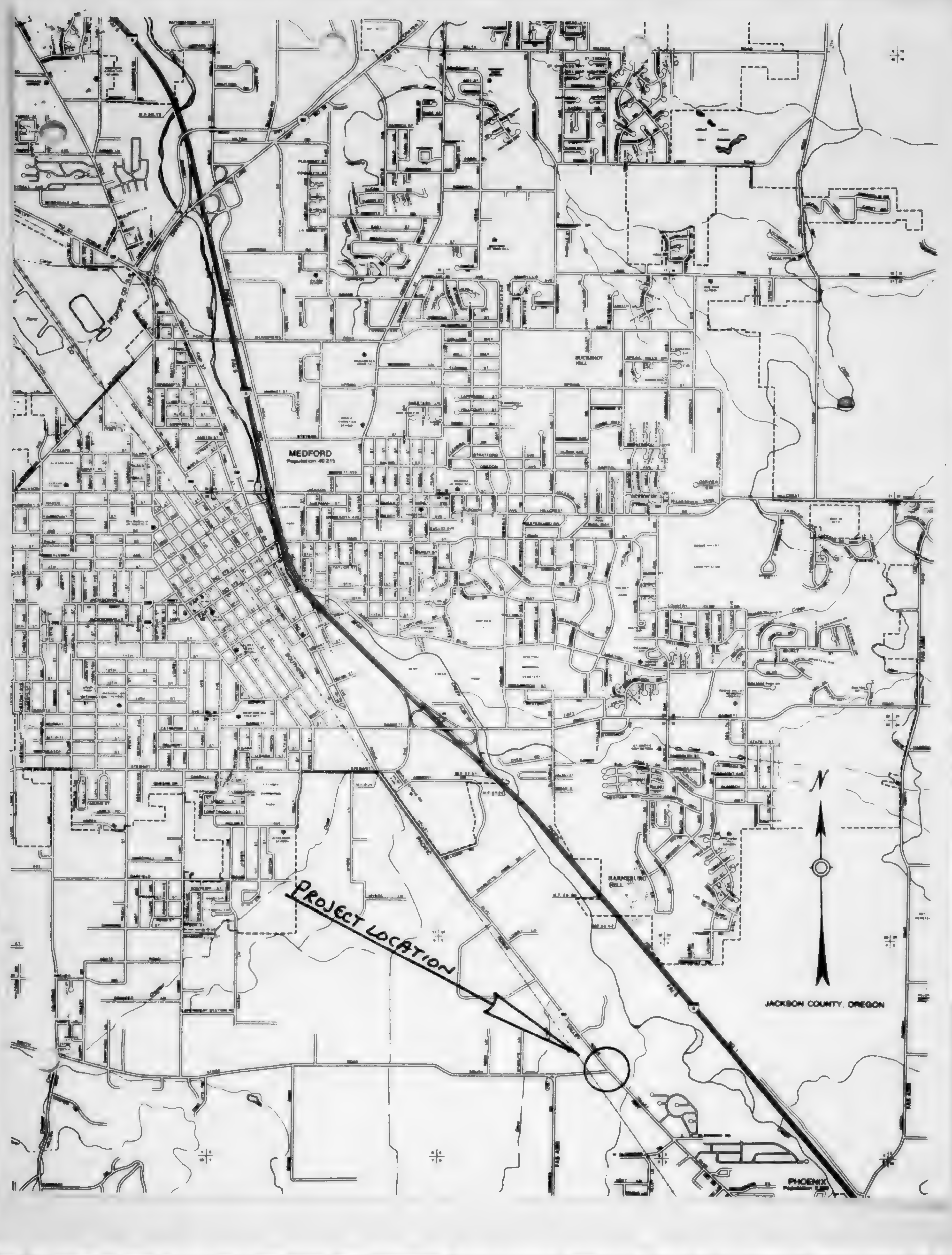
10-6
orig. to Gowman
cy George
files

APPROVED:

for Robert Bothman
State Highway Engineer

DATE: 10-6-83

RECEIVED
STATE HWY ENGR
OCT 5 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File


PROJECT LOCATION
MEDFORD
Population 40 215
BUCKSHOT HILL
BARNEBURG HILL
N
JACKSON COUNTY, OREGON
PHOENIX

9-1-9

TRA 7-68

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

October 31, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Rogue Valley Hwy. @ S. Stage Road
Rogue Valley Highway
Jackson County
HES-37(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

CONCUR

Richard R. Oruell 11/4/83
for Division Administrator Date

ENVIRONMENTAL SECTION
November 7, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Desig
General Files
Jim Gix
Jack Ayres
George Thorton
Elliot Parker

Form 734-3122

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION ROGUE VALLEY HIGHWAY @ S. STAGE ROAD

REGION 3

ESTIMATED RIGHT-OF-WAY IMPACTS

Project will require approximately 100 square feet of permanent easement having minimal impact.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

Minimal impact and consistent with comprehensive plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The installation of the traffic signal will increase the safety of the intersection with minimal disruption of traffic flow.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No impact on any of the above items.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No impact on any of the above items.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No areas of critical concern or issues involved.

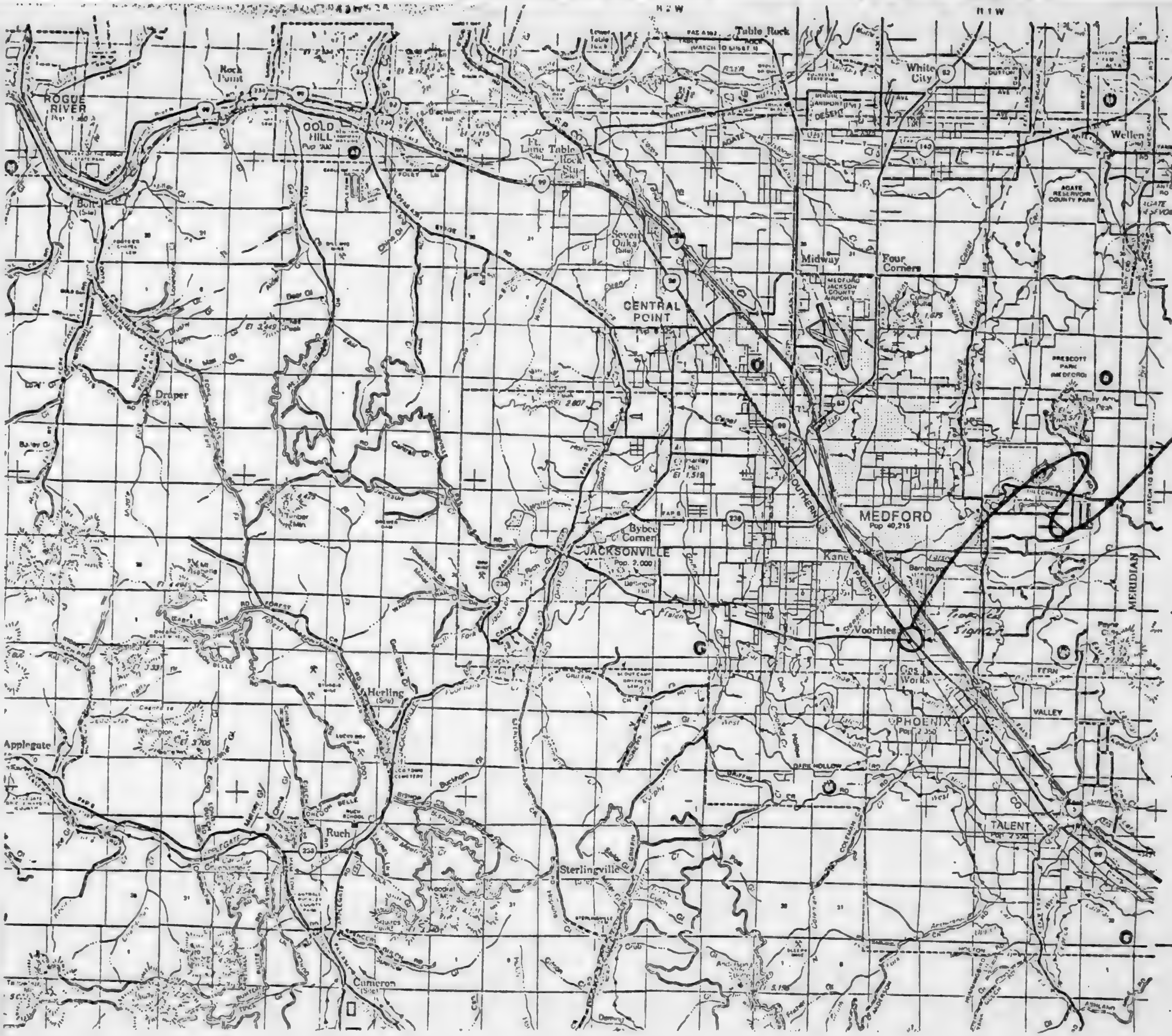
RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project would require minimal right-of-way, would have no adverse impact, and is of a type normally qualifying as Categorical Exclusions.

OTHER DOCUMENTATION

PREPARED BY	**TELEPHONE NUMBER**	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE**
X Gary M. Colfax	440-3399	November 4, 1983


R 2 W
R 1 W
T 36 S
T 37 S
T 38 S
MERIDIAN
Table Rock
White City
Wellen
ROGUE RIVER
Rock Point
GOLD HILL
Lt. Table Rock
Table Rock
Seven Oaks
Midway
Four Corners
MEDFORD JACKSON COUNTY AIRPORT
CENTRAL POINT
PRESCOTT PARK (MEDFORD)
MEDFORD
Pop 40,215
SOUTHERN PACIFIC
Bybee Corner
JACKSONVILLE
Pop. 2,000
Voorhies
Gas Works
PHOENIX
TALENT
VALLEY
FERN
Draper
Herling
Applegate
Ruch
Sterlingville
Cameron
Traffic Signal

Proposed Project

1985 E. Fremont Intchge. to West 9990
Marquam Intchge. of Stadium Fwy. in
Ptld. (ill. revision)

C+A 8299 4-25-85

99 jc cc: OSHD (L. W. Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3/9/87	REPORT MADE BY 3-9-87 Larry Heil, Assistant Area Engineer		PROJECT NO. IR-405-8(41)303
COMPLETION DATE (Actual) 8/16/85	ACCEPTANCE DATE BY CONRTACT AGENCY 9/15/86	TIME ELAPSED 49 %	CONTRACT TIME 75 C. D. but not later than 9/13/85

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

EAST FREMONT INTCHG - WEST MARQUAM INTCHG SECTION
STADIUM FREEWAY
Illumination Revision

This project provided for the replacement of 222 mercury vapor luminaires with new high pressure sodium luminaires.

The contract work was awarded to Tice Electric Company on April 15, 1985. Work started July 10, 1985 and was completed August 16, 1985. The final cost of construction of $148,766 is 10% under the revised authorization. There were no signficant overruns/underruns and there were no claims.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
MAR 18'87
REFER TO
Fredrickson
FOR
Info Inv X/O

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Larry Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 3-16-87	TITLE District Engineer A	DATE 3/17/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

October 7, 1986

CON 5 - #9990

Fred S. James and Company
111 S.W. Columbia Street
Portland, OR 97201

On October 6, we wrote to you concerning release of final payment on Contract No. 9990 awarded to Tice Electric Co. for work on the E. Fremont Interchange-W. Marquam Interchange Section of the Stadium Freeway in Multnomah County.

Final payment on this contract is $1,000.00 and the total contract amount is $140,841.00. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: Tice Electric Co.
2139 SE Belmont Street
P.O. Box 15009
Portland, OR 97215

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

9990

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9990

TO: Commission Services

DATE: September 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9990, On Site Work Substantially Completed August 16, 1985

All Work Completed February 11, 1986

Project E. Fremont Interchange-W. Marquam Interchange

Highway Stadium Freeway

County Multnomah

Type of Work Illumination Revision

Contractor Tice Electric Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-6-86 - Surety letter written.

RECEIVED
OCT 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9940

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: E FREMONT INTCHGNE - W MARQUAM INTCHGNE (PORTLAND)		WEEK ENDING: May 24, 1986
		SECTION PREFIX: 626-1016
HIGHWAY: STADIUM		COUNTY: MULTNOMAH
NAME OF JOB: E FREMONT-W MARQUAM	KIND OF WORK: ILLUMINATION REVISION	
CONTRACTOR: TICE Electric Company	CONTRACT NUMBER: 9990	FEDERAL AID PROJECT NUMBER: IR-405-8(41)303
DATE OF CONTRACT: APRIL 15, 1985	DATE WORK STARTED: July 10, 1985	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
PROJECT AUTHORIZATION: $ 164,575.00	SPECIFIED COMPLETION DATE: September 13, 1985	PERCENT OF TIME ELAPSED:
EXCLUSIVE OF ENGINEERING: $ 151,525.00	ENGINEERING AUTHORIZATION: $ 13,050.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 145,000.00	ENGINEERING COST TO DATE: $ 10,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94.5
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.0%	PERCENT OF AUTHORIZATION 80.5%	DATE PROJECT WAS COMPLETED: August 16, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO ILLUMINAIRES	ROADWAY 150	250	WALLPACK 150	150		WALLPACK W/SHLD 150		
PERCENT	100	100	100	100		100		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Showers	0		
MONDAY 19	Ptly Cldy	0		
TUESDAY 20	Showers	0		
WEDNESDAY 21	Showers	0		
THURSDAY 22	Cloudy	0		
FRIDAY 23	Cloudy	0		
SATURDAY 24		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May 18 SUNDAY	No Activity
May 19 MONDAY	No Activity
May 20 TUESDAY	No Activity
May 21 WEDNESDAY	No Activity
May 22 THURSDAY	No Activity
May 23 FRIDAY	No Activity
May 24 SATURDAY	No Activity

REMARKS

PROJECT STATUS: All Luminaire Fixtures are installed.
Final Inspection held February 11, 1986.
Third Notification submitted on February 12, 1986.

SEMI FINAL SUBMITTED this will be the last Weekly Report.

SIGNED Jerry C Street LOCATION Portland, OR
Jerry C. Street, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1110

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: December 17, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

E. S.

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-405-8(41)303

Contract 9990, Work Completed August 16, 1985

Project E. Fremont Interchange-W. Marquam Interchange

Highway Stadium Freeway

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 18, 1985

Christianson
Dale E. Wilken
Division Administrator

R EIVED
HWY ENGR
DEC 30 '85
REFER TO
FOR
Info | Inves | R/O | D/R | | | File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

734-2023 (2-85)

April 25, 1985

City of Portland
City Hall
Portland, OR 97204

AGR

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 8299

Gentlemen or Ladies:

Attached for your records are two fully executed copies of an agreement for replacement of the existing illumination system on the Swift/Union Interchange-East Marquam Interchange Section, Pacific Highway, and the East Fremont Interchange-West Marquam Interchange Section, Stadium Freeway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment
bc: Gary Potter
FKN:js

April 30, 1985

Tice Electric Company
2139 S. E. Belmont Street
P. O. Box 15009
Portland, OR 97215

COM 5
#9990

Gentlemen or Ladies:

We enclose for your files a fuly executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9990 for illumination revision on the East Fremont Interchange-West Marquam Interchange on the Stadium Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: South Carolina Insurance Co.
c/o Fred S. James and Co.
111 S. W. Columbia Street
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Jerry Street
L. E. George

TICE
ELECTRIC ELECTRICAL CONTRACTORS

March 25, 1985

Commission Services
Department of Transportation
121 Transportation Bldg.
Salem, OR 97310

Attention: Robert W. Gormsen

Reference: E. Fremont Intchge. - W. Marquam Intchge. Sec. Stadium Freeway

Dear Mr. Gormsen:

Our firm is pleased to learn that it is the low bidder on the above referenced project, bids for which were opened on March 21, 1985.

We propose to meet the contract DBE goal by subcontracting 2.4% of the work to Wog'e Construction Company, Inc.

The following work will be subcontracted to Wog'e:

Bid Item No.	Description	Quan	Unit	Unit Price	Subcontract Amt.
4	Temporary Barricades	4	Each	$ 75	$ 300
5	Temporary Plastic Safety Markers	35	Each	$ 45	$1,575
6	Sequential Arrow Sign (*)	1	Each	$400	$ 400
7	Flaggers	60	Hour	$ 20	$1,200

Total amount subcontracted: $3,475.00

(*) The subcontractor shall furnish, place, and maintain the sequential arrow sign. Daily movement of the sign shall be by the Contractor.

Yours very truly,

TICE ELECTRIC COMPANY

G. S. Gregersen

Gordon S. Gregersen
Vice President

GSG:bc
cc: file(2022)

RECEIVED
[illegible]
COMMISSION [illegible]
[illegible]

2139 S.E. Belmont • Portland, OR 97214 • (503) 233-8801 cc Kay Turner

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-209 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Form Approved; O M B No. 04-R2089 State Oregon County Multnomah Project Number IR-405-8(41)303

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,270.00	$ 173,845.00
Federal funds	$ 8,548.00	$ 160,319.00
Other revisions		

This modification is made for the following reasons:

To include construction contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 25th day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXXFor: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 17, 1985

Federal-Aid Project No. IR-405-8(41)303

E. Fremont Interchange - W. Marquam Interchange Section
Stadium Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required			$ 9,270.00
			Total	$ 9,270.00

Type Code Y030
Illumination

Mobilization	Lump Sum	All	Lump Sum	$ 7,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	7,000.00
Temporary Signs	Sq. Ft.	361	10.00	3,610.00
Temporary Barricades	Each	4	90.00	360.00
Temporary Plastic Safety Markers	Each	35	36.00	1,260.00
Sequentail Arrow Signs	Each	2	630.00	1,260.00
Flaggers	Hour	60	21.00	1,260.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	123,250.00
			Subtotal	$145,000.00
			Engineering	19,575.00
			Total	$164,575.00

Length of Project -------------- 0.0 mile

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	City Funds
P.E.	$ 9,270.00	$ 8,548.00	$ 722.00
Illumination	164,575.00	151,771.00	12,804.00
TOTAL	$173,845.00	$160,319.00	$13,526.00

Group 1: 100%
Contract No. 9990
Prefix: 626-1970 P.E.
Prefix: 626-1016

DDB:me

STATE COPY

TO BE COMPLETED BY FHWA		STATE
11-252	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY
		Multnomah
	11-20-84	PROJECT NO.
		IR-405-8(41)303

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

East Fremont Interchange - West Marquam Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-2-84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,270.00	$ 8,548.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Wayne [illegible]
For Manager, Program Section
(Title)
MXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator NOV 20 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon   November 15, 1984

Federal-Aid Project No. IR-405-8(41)303

East Frement Interchange - West Marquam Interchange
Stadium Freeway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 9,270.00
		Total	$ 9,270.00

Length of Project --------------- 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 9,270.00	$ 8,548.00	$ 722.00
RETAIN IN PROGRAM			
Construction	110,250.00	101,672.00	8,578.00
TOTAL	$119,520.00	$110,220.00	$ 9,300.00

Group 1: 100%
Prefix: 626-1970

WH:me

1790

March 26, 1985

PRO

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street &
Structural Engineering
Room 802, 1120 S.W. Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

On March 21, 1985 we received a satisfactory bid from Tice Electric Co., P.O. Box 15009, Portland, OR 97215 for the E. Fremont Intchge.-W. Marquam Intchge. Section of the Stadium Freeway.

Please note that the Cooperative Improvement Agreement No. 8299, which is now in the City of Portland's hands, needs to be signed and returned to this office immediately along with a deposit of the city's share of the project costs before the contract can be awarded. The city's share is computed as follows:

Contractor's Bid	$145,000
Contingencies (4 1/2%)	6,525
Engineering (9%)	13,050
TOTAL CONSTRUCTION COST	$164,575
Less Federal Funds (92%)	151,409
CITY'S SHARE	$ 13,166
ROUNDED	$ 13,170

Please submit your $13,170, which should arrive not later than April 12, 1985 using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:bkb
Attachment
bcc w/A.D. #85-24: Wayne Schulte, Metro
V.E. Skoog - Please return completed AD #85-24 when received.

Received 4-15-85
LGIP - P.G.
RKW

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street &
Structural Engineering
Room 802, 1120 S.W. Fifth Avenue
Portland, OR 97204-1971

Need signed agreement and DBE/WBE goals before sending out request.

Need to add language re: Agree. in Portland's hands for signature - need agreement & $ prior to award 3-22

Dear Mr. Schmidt:

On March 21, 1985 we received a satisfactory bid from Tice Electric Co., P.O. Box 15009, Portland, OR 97215 for the E. Fremont Intchge - W. Marquam Intchge Section of the Stadium Freeway.

The Cooperative Improvement Agreement No. 8299 requires the City of Portland to deposit its' share of the project costs at this time. The City's share is computed as follows:

Contractor's Bid	$ 145,000
Contingencies (4½%)	6,525
Engineering (9%)	13,050
TOTAL CONSTRUCTION COST	$ 164,575
Less Federal Funds (92%)	151,409
CITY'S SHARE	$ 13,166
ROUNDED	$ 13,170

Please submit your $13,170, which should arrive not later than April 12, 1985 using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:
Attachment
bcc W/AD #85-24: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed AD #85-24 when completed.

CON 21-2
I-405

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-405-8(41)303

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
3-5-85

4. PROGRAM NO.

5. ITEM NO. 50094

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig w/ att to 3/6

RECEIVED
STATE HWY ENGR
MAR 6 '85
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE 2/27/85

8. FEDERAL ROUTE NUMBER Interstate 405

9. STATE ROUTE NUMBER Primary 61

10. GENERAL LOCATION:
East Fremont Interchange - West Marquam Interchange

11. GENERAL DESCRIPTION OF WORK
Illumination Revision

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 2/25/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $336,772; Federal Funds $310,571.

A signed copy of the Title Sheet is returned herewith.

14. DATE 3/5/85

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 2 . 2
2051

rig

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-405-8(41)303

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50094

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-2-84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 61

10. GENERAL LOCATION:

EAST FREMONT INTERCHANGE - WEST MARQUAM INTERCHANGE

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* TEC $9,270; Federal Funds $8,548.

13. REMARKS

As requested by Mr. Potter's letter of October 30, 1984.

RECEIVED
STATE HWY ENGR
NOV 6 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

orig to
11/6

14. DATE 15/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
Rev. 12-70

OCN 21-2
I-405

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: October 30, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50094
Project No. IR-405-8(41)303
E. Fremont Intchg.-W. Marquam Intchg. Section
Stadium Frwy. Highway
Multnomah County

Attached support data consists of PR-1 form and project map.

I request authorization to proceed with the PS&E phase of preliminary engineering, including utility preparatory work, at an estimated total cost of $9,270 with obligation of $8,548 federal funds.

I contend that it is in the public interest to proceed with this project although it is not included in the MSD TIP FY '85 A/E. The project falls in the category of Energy Conservation and will not result in an alteration of land use or traffic flour patterns that would require a change in planning completed or underway by the MPO.

JLG:bkb
Attachments
cc: Ed Hardt (Metro)
General Files

Form 734-3122

1985 Ross Island Bridge Sec. of 9991
Mt. Hood Hwy. S. Portland.
(Bridge deck overlay)

-9991

I

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-58

PROJECT REPORT NUMBER

MODIFICATION NUMBER 5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-14-89

Form Approved; O M B No. 04-R2089

State Oregon

County Multnomah

Project Number F-24(40)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,001,357.00	$ 1,003,854.00
Federal funds	$ 882,696.00	$ 884,897.00
Other revisions		

This modification is made for the following reasons: Project was deobligated. The amount deobligated has caused an "exceeds". This increase will eliminate the "exceeds".

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of FEB, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

MANAGER, PROGRAM SECTION
(Title)

~~By~~ FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 9, 1989

Federal-aid Project No. F-24(40)

Ross Island Bridge Section
Mt. Hood Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X932
Structure Deck Overlay (Sta. 10+88.50 to Sta. 48+71)

Subtotal as shown on estimate of 1-27-89	$ 953,242.24
Less lump sum construction decrease	(82,497.00)
Subtotal	$ 870,745.24
Lump sum construction increase	2,497.00
Subtotal	$ 873,242.24
Engineering	130,611.76
Total	$ 1,003,854.00

Length of Project	0.71 mi.

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structure	010	$1,003,854.00	$ 884,897.00	$118,957.00

Sub. Job 011 = 100%
Contract No. 9.991
Prefix: C026-1938 (P.E.)
C09991

DDB:bkw

9441

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-150	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	[illegible]	County Multnomah
MODIFICATION NUMBER 4		Project Number F-24(40)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,096,228.00	$ 1,001,357.00
Federal funds	$ 966,324.00	$ 882,696.00
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31ST day of JAN, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for
MANAGER, PROGRAM SECTION
(Title)

XX~~By~~ FOR: DONALD E. FORBES, P.E.
STATE HIGHWAY ENGINEER
(Title)

By ______
______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 27, 1989

Federal-aid Project No. F-24(40)

Ross Island Bridge Section
Mt. Hood Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X932
Structure Deck Overlay (Sta. 10+88.50 to 48+71)

Subtotal as shown on estimate of 9-21-87	$ 953,242.24
Less lump sum construction decrease	(82,497.00)
Subtotal	$ 870,745.24
Engineering	130,611.76
Total	$ 1,001,357.00
Length of Project	0.71 mi.

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Structure	010	$ 1,001,357.00	$ 882,696.00	$ 118,661.00

Sub. Job 011 = 100%
Contract No. 9,991
Prefix: C026-1938 (P.E.)
C09991

DDB:bkw

9991

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 10-13	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 3	10-1-87	Project Number F-24(40)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,088,103.00	$ 1,096,228.00
Federal funds	$ 959,162.00	$ 966,324.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19 87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmore

Manager, Program Section
(Title)

X~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 21, 1987

Federal-Aid Project No. F-24(40)

Ross Island Bridge
Mt. Hood Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X932
Structure Deck Overlay (Sta. 10+88.50 to Sta. 48+71)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Pilot Car PA #3A	Week	$ 250.00	---	---	1	$ 250.00
Repair Paving Dam Bent 30	Lump Sum	6,815.00	---	---	100%	6,815.00
				---		$7,065.00

Increase	$ 7,065.00
Subtotal from Estimate on April 9, 1987	946,177.24
Subtotal	$ 953,242.24
Engineering	142,985.76
Total	$1,096,228.00

Length of Project ------------------- 0.706 mi.

Federal Funds (88.15%)	$ 966,324.00
State Funds	129,904.00
Total	$1,096,228.00

Group 1 = 100%
Contract No. 9991
Prefix: 26-1938 P.E.
Prefix: C09991

RLC:me

9991

N

TO BE COMPLETED BY FHWA		Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-131	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 2	7-17-87	Project Number F-24(40)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 975,605.00	$ 1,088,103.00
Federal funds	$ 859,995.00	$ 959,162.00
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XRX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon April 9, 1987

Federal-Aid Project No. F-24(40)

Ross Island Bridge
Mt. Hood Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X932
STRUCTURE DECK OVERLAY (STA. 10+88.5 TO STA. 48+71)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 9.00	1,869	$16,821.00	2,498	$22,482.00
Temp. Reflective Pavement Markers	4.00	180	720.00	214	856.00
Class 1 Prep.	6.50	19,000	123,500.00	19,116	124,254.00
Joint Seal	20.00	775	15,500.00	909	18,180.00
Adjust Deck Drains & Catch Basins	140.00	25	3,500.00	26	3,640.00
Mono-Directional Crystal Type 1 Markers	3.00	540	1,620.00	620	1,860.00
Bi-directional Yellow Type 1 Markers	4.00	180	720.00	209	836.00
White Type II Markers	5.00	360	1,800.00	425	2,125.00
One Piece Expansion Jt. (P.A. #4A)	15,000.00	---	---	---	15,000.00
Remove and Reinstall Signs (P.A. #5A)	5,841.75	---	---	100%	5,841.75
Remove and Replace Island (P.A. #6A)	9,020.00	---	---	100%	9,020.00
Claim-Remove Overlay	---	---	---	100%	11,000.00
Remove Temp. Constr. Signing (FA #1)	---	---	---	---	1,500.00
Temp. Striping (F.A. #2)	---	---	---	---	1,427.00
Class 3 Deck Prep. (F.A. #3)	---	---	---	100%	6,545.86
Repair Existing Corners @ Expan Jcts. (F.A. #4)	---	---	---	---	16,585.63
Additional Flagger	---	---	---	---	2,000.00
			$164,181.00		$243,153.24

Increase	$ 78,972.24
Subtotal from estimate on December 11, 1985	867,205.00
Subtotal	$ 946,177.24
Engineering	141,925.76
Total	$1,088,103.00

Length of Project	0.706 mi.
Federal Funds (88.15%)	$ 959,162.00
State Funds	128,941.00
Total	$1,088,103.00

Group 1 = 100%
Contract No. 9991
Prefix: 26-1938 P.E.
Prefix: C09991
RLC:bkb

9991

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-157		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1		Project Number F-24(40)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 15 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 747,943.00	$ 975,605.00
Federal funds	$ 659,311.00	$ 859,995.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18TH day of DEC , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 11, 1985

FEDERAL AID PROJECT NO. F-24(40)

Ross Island Bridge
Mt. Hood Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X932
Structure Deck Overlay (Sta. 10+88.5 to Sta. 48+71)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Sequential Arrow Signs	$ 2,000.00	1	$ 2,000.00	2	$ 4,000.00
Furnish Latex Modified Concrete	264.00	925	244,200.00	1,441	380,424.00
Claim Settlement (P.A. #2A)	70,000.00			100	70,000.00
			$246,200.00		$454,424.00

Increase	$208,224.00
Subtotal from Estimate of April 8, 1985	658,981.00
Subtotal	$867,205.00
Engineering	108,400.00
Total	$975,605.00

Length of Project ------------------ 0.706 mile

Federal Funds (88.15%)	$859,995.00
State Funds	115,610.00
TOTAL	$975,605.00

Group 1: 100%
Contract No. 9991
Prefix: 26-1938 P.E.
C09991
Appn Code: 010

RLC:me

999

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	STATE Oregon
4-174	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY Multnomah
		PROJECT NO. F-24(40)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Ross Island Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-15-85	0.7
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 747,943.00	$ 659,311.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

xxxFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow *(Division Administrator)*

For: Dale E. Wilken

Date executed by Division Administrator APR 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon April 8, 1985

Federal Aid Project No. F-24(40)

Ross Island Bridge Section
Mt. Hood Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code X932
Structure Deck Overlay (Sta. 10+88.5 to Sta. 48+71)

Mobilization	Lump Sum	All	Lump Sum	$ 65,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	12,280.00
Temporary Signs	Sq. Ft.	1,869	9.00	16,821.00
Temporary Barricades	Each	44	80.00	3,520.00
Temporary Plastic Safety Markers	Each	14	20.00	280.00
Temporary Reflective Pavement Markers	Each	180	4.00	720.00
Sequential Arrow Signs	Each	1	2,000.00	2,000.00
Flaggers	Hour	800	10.00	8,000.00
STRUCTURE				
Class 1 Preparation	Sq. Yd.	19,000	6.50	123,500.00
Class 2 Preparation	Sq. Yd.	285	100.00	28,500.00
Furnish Latex-Modified Concrete	Cu. Yd.	925	264.00	244,200.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	19,000	3.40	64,600.00
Expansion Joint, Double Seal	Lin. Ft.	96	645.00	61,920.00
Joint Seal	Lin. Ft.	775	20.00	15,500.00
Adjusting Deck Drains and Catch Basins	Each	25	140.00	3,500.00
Mono-Directional Crystal Type I Markers	Each	540	3.00	1,620.00
Bi-Directional Yellow Type I Markers	Each	180	4.00	720.00
White Type II Markers	Each	360	5.00	1,800.00
				$ 654,481.00

Anticipated Items

Permanent Pavement Striping	All Required	$	3,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required		1,500.00
		$	4,500.00
	Subtotal	$	658,981.00
	Engineering		88,962.00
	Total	$	747,943.00

Length of Project -------------- 0.706 mile

Federal Funds (88.15%)	$	659,311.00
State Funds		88,632.00
Total	$	747,943.00

Group 1	100%
Contract No.	9991
Prefix:	26-1938 P.E. 26-1049

DDB:bkb

BW CC OSHD (D. Forbes)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT August 2, 1988	REPORT MADE BY Ed Fischer, Assistant Area Engineer		PROJECT NO. F-24(40)
COMPLETION DATE (Actual) May 24, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY March 2, 1988	TIME ELAPSED 66 WD	CONTRACT TIME 80 WD

LOCATION

See Below

RECEIVED
STATE HWY ENGR
AUG 9 '88
REFER TO Hussey
FOR
Info | Inves | R/D | D/R | Sign | ct | ile

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

cy 8-12

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROSS ISLAND BRIDGE
MT. HOOD HIGHWAY
Bridge Deck Overlay

This project provided for the latex modified concrete overlay and associated joint repair on the subject structure.

The contract work was awarded to John Hyland Construction on March 28, 1985. Work started April 11, 1985 and was completed May 24, 1986. A stop work order was in effect from April 22, 1985 to August 23, 1985 due to the necessity to keep the Ross Island Bridge fully operational during the emergency closure of Hawthorne Bridge for repair. The number of workdays used was below the allowable. The final project cost overran the original project authorization by approximately 5%. Items which contributed to the overrun included additional latex modified concrete used to correct the profile, delay claim settlement for 4 month stop work order due to the unexpected closure of Hawthorne Bridge, Transportation Systems Management modifications to city streets to shift traffic to adjacent bridges and additional work relating to traffic control and joint repair. No additional claims are anticipated.
A final inspection was performed on May 15, 1987. At that time remedial concrete removal was identified as necessary prior to final acceptance. A subsequent follow-up final inspection was performed on January 13, 1988.

-EF-

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Edward L. Fischer	SIGNATURE
TITLE Assistant Area Engineer DATE 8/3/88	TITLE District Engineer A DATE 8/8/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

9991

March 10, 1988

CON 5 - 9991

Fireman's Fund Insurance Co.
Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Contract No. 9991 awarded to John Hyland Construction, Inc. for bridge deck overlay on the Ross Island Bridge, Mt. Hood Highway, Multnomah County, was completed on November 3, 1987, and accepted by the State Highway Division on March 2, 1988.

Final payment in the amount of $5,033.48 will be released to the contractor after March 15, 1988. The total contract amount is $925,648.10 including $25,439.65 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract, one of which has been paid.

Fran Neavoll
COMMISSION SERVICES

FKN:cv

cc: John Hyland Construction, Inc.
P. O. Box 7867
Eugene, OR 97401

bc: C. O. Fredrickson
Walt Hart
Mike Gander
Rick Kuehn

9991

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9991

TO: Manager
Commission Services

DATE: March 2, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9991, On Site Work Substantially Completed May 24, 1986

All Work Completed November 3, 1987

Project Ross Island Bridge

Highway Mt. Hood

County Multnomah

Type of Work Bridge Deck Overlay

Contractor John Hyland Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 3/10/88

RECEIVED
MAR - 4 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

4991

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: February 9, 1988

In Reply Refer to
File No.:
CON 5
9991

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
SHE'S OFFICE

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-24(40)

Contract 9991, Work Completed May 24, 1986

Project Ross Island Bridge

Highway Mt. Hood

County Multnomah

All corrective work on joints 2 and 5 has been completed as requested by your letter of October 9, 1986.

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Jan. 13, 1988

for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
FEB 19 '88
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
FEB 9 1988
OREGON DIVISION

734-2023 (2-85)

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-24(40)

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20086

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 10 '87
REFER TO
Potter
FOR
Info | Invest | [illegible] | [illegible] | [illegible] | [illegible] | File

7. DATE AUTHORIZATION EFFECTIVE July 1, 1987

8. FEDERAL ROUTE NUMBER FAP 24

9. STATE ROUTE NUMBER 26

10. GENERAL LOCATION:

Ross Island Bridge

11. GENERAL DESCRIPTION OF WORK

Repair of water main hangers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 7/1/87 as requested in Mr. Fredrickson's letter of 7/23/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $1,800; Federal Funds $1,586.

14. DATE 8·6·87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: July 31,1987
CONTRACT NO: 9991
F.A. PROJECT NO: F-25(40)
DATE OF AWARD: March 28, 1985
FIRST NOTIFICATION DATE: April 11, 1985
ESTIMATED DATE OF COMPLETION, OR
SECOND NOTIFICATION DATE AND: May 24, 1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: November 5, 1986
AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 99 %

PROJECT NAME (SECTION): Ross Island Bridge
HIGHWAY: Mt. Hood
COUNTY: Multnomah
CONTRACTOR: John Hyland Construction
KIND OF WORK: Bridge Deck Overlay

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 1,037,943.44
ESTIMATED PROJECT COST $ 994,441.75
ESTIMATED PERCENT [redacted]/UNDERRUN 4.2 %

ENGINEERING

AUTHORIZATION $ 59,308.29
COST THIS WEEK $ 400.00
TOTAL TO DATE $ 110,175.00
PERCENT OF AUTHORIZATION 185 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
a	10/01/85	60	40.0	66	
b	/ /	80	74.0	92	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	925 CY			
EST. CORRECTED QUANTITIES	0	0	1,441 CY			
EST. PERFORMED TO DATE	0	0	1,441 CY			
PERCENT PERFORMED TO DATE	0	0	100	0	99	0

ACTIVITIES THIS WEEK:

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Final Inspection was held Friday, May 15, 1987
All contract work completed
This will be the LAST WEEKLY REPORT.

PROJECT MANAGER (SIGN)
for Charles Lobaugh

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

9991

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

PROJECT NAME (SECTION) Ross Island Bridge		WEEK ENDING MAY 29 , 1987
		CONTRACT NO 9991
HIGHWAY Mt. Hood	COUNTY Multnomah	F A PROJECT NO F-25(40)
CONTRACTOR John Hyland Construction	KIND OF WORK Bridge Deck Overlay	DATE OF AWARD March 28, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 1,037,943.44

ESTIMATED PROJECT COST $ 994,441.75

ESTIMATED PERCENT OVERRUN/UNDERRUN 4.2 %

ENGINEERING

AUTHORIZATION $ 59,308.29

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 107,303.00

PERCENT OF AUTHORIZATION 180 %

FIRST NOTIFICATION DATE April 11, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND May 24, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE November 5, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED 99 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
a	10/01/85	60	40.0	66	
b	/ /	80	74.0	92	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	925 CY			
EST. CORRECTED QUANTITIES	0	0	1,441 CY			
EST. PERFORMED TO DATE	0	0	1,441 CY			
PERCENT PERFORMED TO DATE	0	0	100	0	99	0

ACTIVITIES THIS WEEK:

No activity

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Final Inspection was held Friday, May 15, 1987

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

Donald Baker for Charles Lobaugh

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

9991

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) Ross Island Bridge			WEEK ENDING MAY 22 , 1987
			CONTRACT NO 9991
HIGHWAY Mt. Hood	COUNTY Multnomah		F A PROJECT NO F-25(40)
CONTRACTOR John Hyland Construction	KIND OF WORK Bridge Deck Overlay		DATE OF AWARD March 28, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 1,037,943.44	AUTHORIZATION	$ 59,308.29	FIRST NOTIFICATION DATE April 11, 1985
		COST THIS WEEK	$ 550.00	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST	$ 994,441.75	TOTAL TO DATE	$ 107,303.00	
ESTIMATED PERCENT OVERRUN/UNDERRUN	4.2%	PERCENT OF AUTHORIZATION	180 %	SECOND NOTIFICATION DATE AND May 24, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
a	10/01/85	60	40.0	66	
b	/ /	80	74.0	92	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
November 5, 1986

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 1 WORKERS: 1

PERCENT CONTRACT WORK COMPLETED
99%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	925 CY			
EST. CORRECTED QUANTITIES	0	0	1,441 CY			
EST. PERFORMED TO DATE	0	0	1,441 CY			
PERCENT PERFORMED TO DATE	0	0	100	0	99	0

ACTIVITIES THIS WEEK:

No activity

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Final Inspection was held Friday, May 15, 1987

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Charles Lobaugh

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

9991

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PR ECTS

WEEK ENDING: MAY 15 , 1987

PROJECT NAME (SECTION): Ross island Bridge

CONTRACT NO: 9991

HIGHWAY: Mt. Hood

COUNTY: Multnomah

F A PROJECT NO: F-25(40)

CONTRACTOR: John Hyland Construction

KIND OF WORK: Bridge Deck Overlay

DATE OF AWARD: March 28, 1985

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 1,037,943.44	AUTHORIZATION	$ 59,308.29
		COST THIS WEEK	$ 940.00
ESTIMATED PROJECT COST	$ 994,441.75	TOTAL TO DATE	$ 106,753.00
ESTIMATED PERCENT OVERRUN/UNDERRUN	4.2 %	PERCENT OF AUTHORIZATION	179 %

FIRST NOTIFICATION DATE: April 11, 1985

ESTIMATED DATE OF COMPLETION, OR

SECOND NOTIFICATION DATE AND: May 24, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: November 5, 1986

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 1 WORKERS: 1

PERCENT CONTRACT WORK COMPLETED: 99 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
a	10/01/85	60	40.0	66	
b	/ /	80	74.0	92	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	925 CY			
EST. CORRECTED QUANTITIES	0	0	1,441 CY			
EST. PERFORMED TO DATE	0	0	1,441 CY			
PERCENT PERFORMED TO DATE	0	0	100	0	99	0

ACTIVITIES THIS WEEK:

chipping excess concrete and removing plywood forms around double strip seals

PROJECT VISITORS:

Larry Heil (FHWA), Herb Schell (FHWA),
Marion Craft, Al Harwood

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Final Inspection was held Friday, May 15, 1987

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)

for Charles Lobaugh

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

9 7 ? 1 jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
... HWY ENGR
MAY 26 '87
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | ... | Act | File

5/28

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION 01 Oregon
IN COMPANY WITH Al Harwood, Marion Craft and Chuck Lobaugh; OSHD			
DATE OF INSPECTION 5/15/87	INSPECTION MADE BY Herb Schell, Division Bridge Engineer Larry Heil, Assistant Area Engineer		PROJECT NO. F-25(40)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 98 %	WORK COMPLETED 100 %

ROSS ISLAND BRIDGE
MT. HOOD HIGHWAY
Bridge Deck Overlay

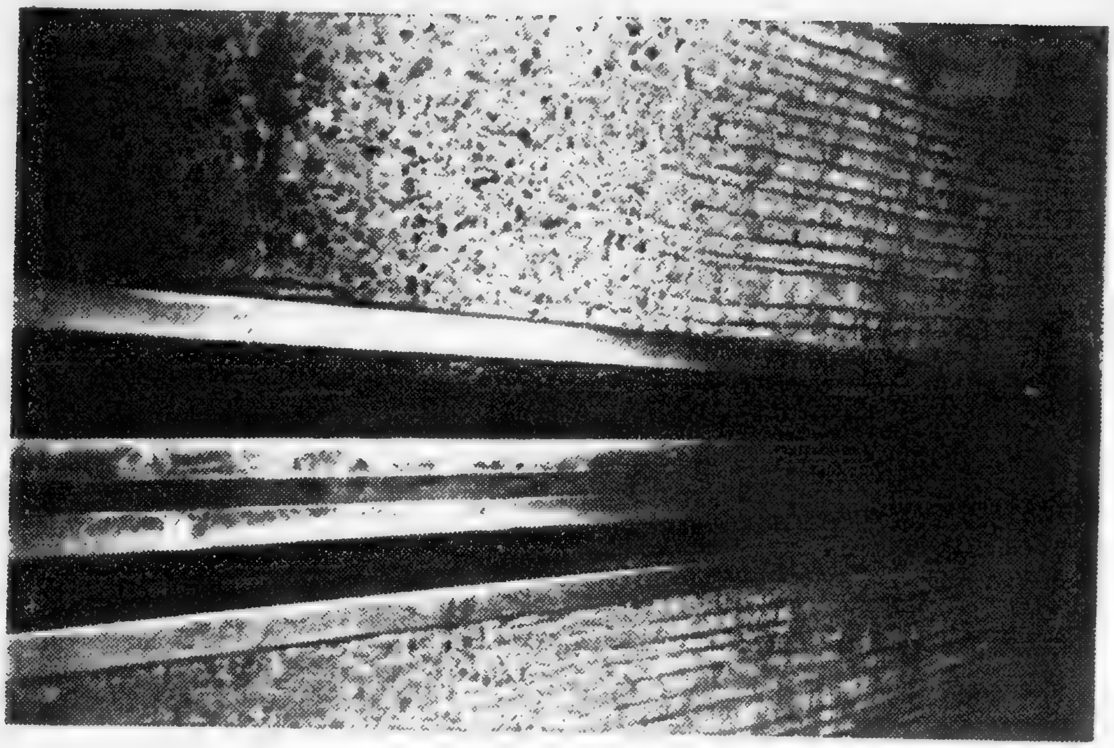
This project provided for the latex modified concrete overlay and associated joint repair on the subject structure.

The contract work was awarded to John Hyland Construction on March 28, 1985. Work started April 11, 1985 and was completed May 24, 1986. A stop work order was in effect from April 22, 1985 to August 23, 1985 due to the necessity to keep the Ross Island Bridge fully operational during the emergency closure of the Hawthorne Bridge for repair. The number of workdays used was below the allowable. The final project cost of approximately $1,022,174 overran the original project authorization by 36%. Items which contributed to the overrun included additional latex modified concrete used to correct the profile, delay claim settlement for 4 month stop work order due to the unexpected closure of Hawthorne Bridge, Transportation Systems Management modifications to city streets to shift traffic to adjacent bridges and additional work relating to traffic control and joint repair. No claims are anticipated. Remedial concrete removal at Piers 2 and 5 resulting from form deflection and leakage will be required prior to final acceptance.

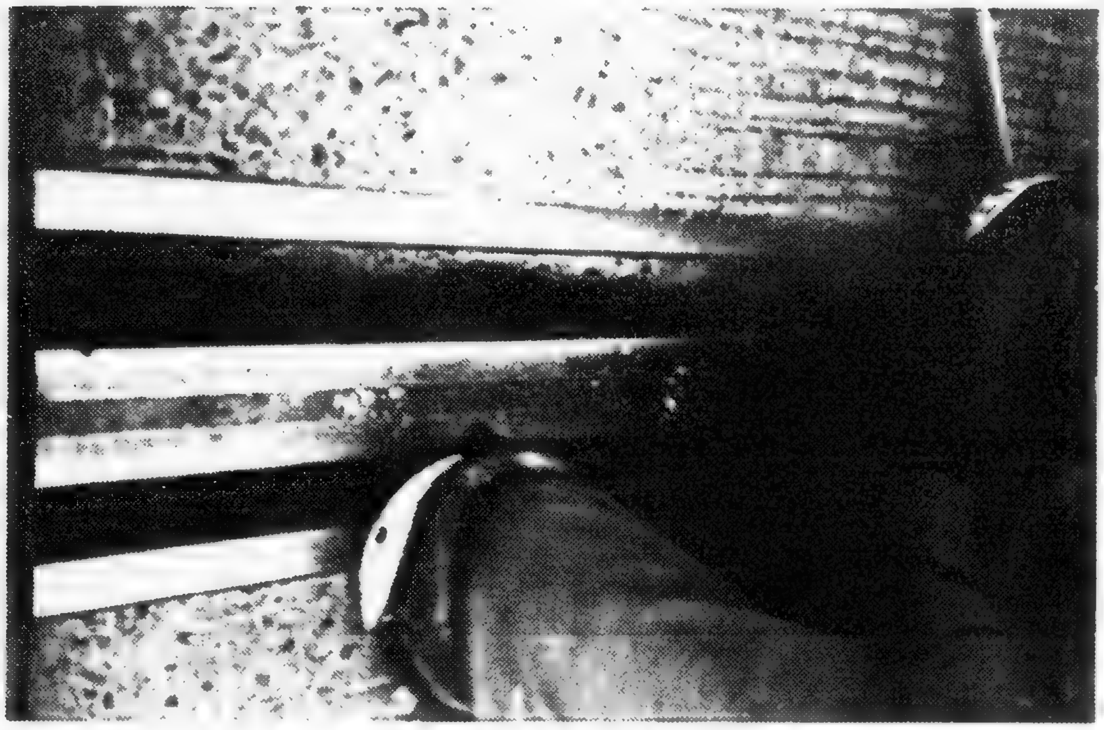
All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

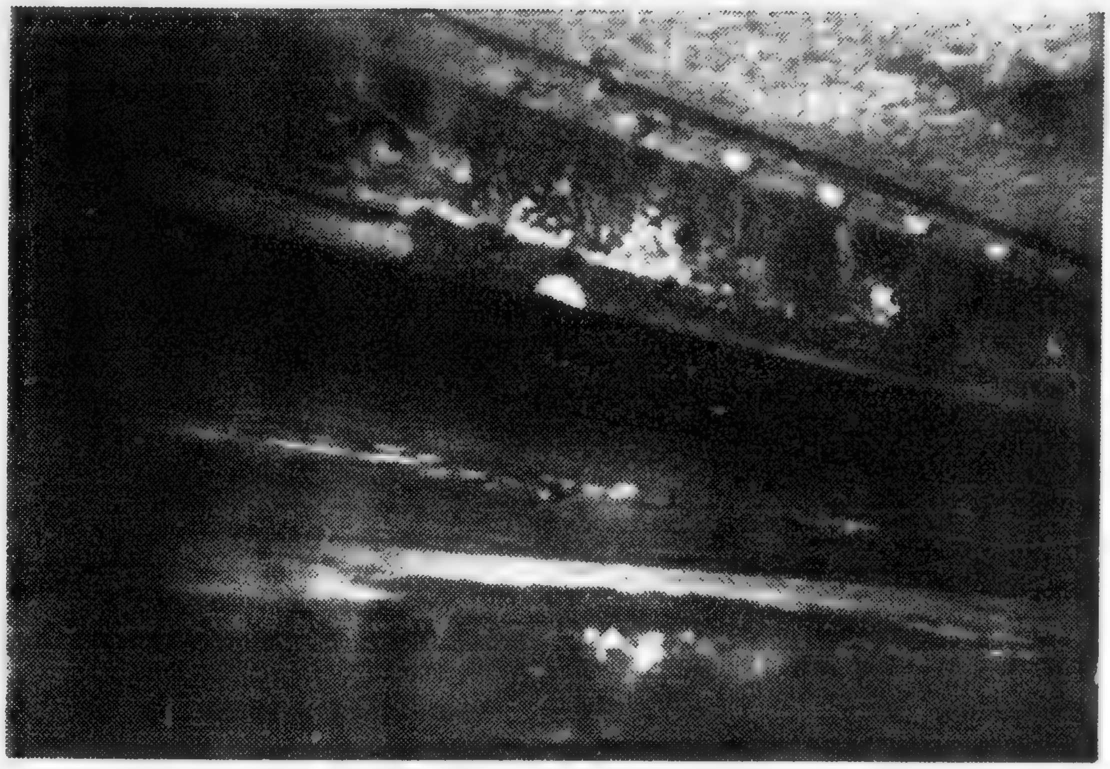
Form FHWA-1446A
(Rev. 2-84)



No. 1. Pier #5 - Expansion joint after existing seal has been removed.



No. 2. Remedial concrete removal on 4/5/87 from deflected form and spilled concrete.



No. 3. 5/14/87 - Photo indicates remedial joint repair at Piers #2 and #5 remains to be completed

no. 4. Photo again indicates remedial joint concrete removal remains to be completed prior to final acceptance.

.jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-24(40)

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
20086

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 19'87
REFER TO
Potter
FOR
Info Act File

7. DATE AUTHORIZATION EFFECTIVE
February 27, 1987

8. FEDERAL ROUTE NUMBER
FAP 24

9. STATE ROUTE NUMBER
26

10. GENERAL LOCATION:
Ross Island Bridge Section

11. GENERAL DESCRIPTION OF WORK
Clean, Inspect and replace strip seals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/27/87 as requested in Mr. Fredrickson's letter of 3/10/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $7,500; Federal Funds $6,611.

14. DATE
3/18/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9111

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

November 3, 1986
IN REPLY REFER TO
HBR-OR/407.5

RECEIVED
STATE HWY ENGR
NOV 4 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

cy
WES
11-4

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Delamination of
Latex Modified Concrete Bridge
Overlays at Joints

We have noted this past year that bridge joints where latex modified concrete overlays are placed are delaminating and costly corrective measures have been implemented. Costs for correcting the North Grants Pass Interchange to Rock Point project (IR-5-1(111)043) has been $71,000 (EWO #2,5,6 & 7). Not all of the 15 structures needed repair but whenever there was a metal expansion joint, repair was necessary. Our inspection report dated July 15, 1986 addresses this problem.

The Ross Island Bridge deck overlay (F-34(40) is another project with overlay delamination at the joints. The details at these joints were different than on the Grants Pass project but the delamination still occurred in this case between the old concrete and the latex modified concrete. The joints on this project have been repaired twice to date and the project is still unacceptable.

Both of these projects are on heavily traveled routes. Traffic staging and additional corrective work is a considerable hardship on the public. This added repair also results in a prolonged unsafe condition.

Please study "in depth" this latex overlay problem at bridge joints and implement a more successful solution. Our bridge engineer, Mr. Schell will be happy to assist you in any way possible.

Sincerely yours,

For J. Schell
Dale E. Wilken
Division Administrator

cc:
OSHD (W. J. Hart, Br)
OSHD (E. S. Hunter, Engr)
OSHD (C. O. Fredrickson, Const)

jc

U. S. DEPARTMENT OF TRANSPOR[illegible]
FEDERAL HIGHWAY ADMINIS[illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-24(40)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20086

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 28 '86
REFER TO
Potter
FOR
File

7. DATE AUTHORIZATION EFFECTIVE August 19, 1985

8. FEDERAL ROUTE NUMBER FAP 24

9. STATE ROUTE NUMBER 26

10. GENERAL LOCATION:
Ross Island Bridge Section

11. GENERAL DESCRIPTION OF WORK
Correct date authorization effective

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 10/16/86 we approve correcting the 1240 dated 12/5/85 to have a revised date authorization effective of 8/19/85.

14. DATE 10/27/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9991 CL 1986-0307

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 24 1986
BARBARA ROBERTS
SECRETARY OF STATE

October 21, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9991

Traffic Safety Supply Co.
2324 SE Umatilla Street
Portland, OR 97202

Attention: Richard A. Parson
Vice President

We have received your letter dated October 13, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Traffic Safety Supply Co.
AMOUNT:	$3,624.40
FOR:	Materials
AGAINST (PRIME CONTRACTOR):	John Hyland Construction, Inc.
CONTRACT NO.:	9991
PROJECT:	Ross Island Bridge Section, Mt. Hood Highway, Multnomah County
SURETY:	Fireman's Fund Insurance Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been settled.

George Bell
Assistant Director

RECEIVED
OCT 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: John Hyland Construction, Inc.
P.O. Box 7867
Eugene, OR 97401

Fireman's Fund Insurance Co.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
10-28-86 CC

[illegible]

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

October 13, 1986

Commission Services Section
Room 121
Transportation Building
Salem, Oregon 97310

Re: OSHD Contract #9991
Ross Island Bridge
H & S Construction

Gentlemen,

Notice is hereby given that the undersigned, Traffic Safety Supply Co. has a claim for permanent signs furnished by Traffic Safety Supply Co. in the sum of $3624.40 against the bond taken from John Highland Construction and Firemans' Fund Ins. Co. for the work on the Ross Island Bridge for which the bond was taken.

Very truly yours,
TRAFFIC SAFETY SUPPLY CO.

Richard A. Parson

Richard A. Parson
Vice President

RAP/jh

cc: Firemans' Fund Insurance Co.
P. O. Box 3825
Portland, Oregon 97208
Attn: Fid

John Highland Construction
P. O. Box 7867
Eugene, Oregon 97401

RECEIVED
OCT 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MANUFACTURERS AND DISTRIBUTORS
STREET AND HIGHWAY SIGNS - SAFETY AND CONSTRUCTION ACCESSORIES

CL 1986-0314

9991

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 24 1986
BARBARA ROBERTS
SECRETARY OF STATE

October 21, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9991

RECEIVED
OCT 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Riedel International, Inc.
dba Western Pacific Construction
Materials Co.
3510 SW Bond Avenue
Portland, OR 97201-4594

Attention: Mark Connelly
Credit Manager

We have received your Notice of Claim dated October 14, 1986, against the following Highway Division contract:

FILED BY:	Riedel International, Inc., dba Western Pacific Construction Materials Co.
AMOUNT:	$2,460.74
FOR:	Materials
AGAINST (PRIME CONTRACTOR):	John Hyland Construction, Inc.
SUBCONTRACTOR:	H & S Construction
CONTRACT NO.:	9991
PROJECT:	Ross Island Bridge Section, Mt. Hood Highway, Multnomah County
SURETY:	Fireman's Fund Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: John Hyland Construction, Inc.
P.O. Box 7867
Eugene, OR 97401

Fireman's Fund Insurance Co.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
10-28-86cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

NOTICE OF BOND CLAIMS

The undersigned submits the following claim against bond of contractor:

TO: Oregon State Highway Dept.
Commission Services
121 Transportation Bldg.
Salem, OR 97310

RE: John Hyland Construction, Inc. and H & S Construction
Contract No: OSHD 9991
Job Name : Ross Island Bridge Section of the Mt. Hood Highway in Multnomah County

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western Pacific Construction Materials Co., has a claim for delivery and sale of materials used in the above improvement in the sum of $2,460.74 against the bond taken from John Hyland Construction, Inc., and Fireman's Fund Insurance Co. for the work of Ross Island Bridge Section, said improvements being in the City of Portland, County of Multnomah, State of Oregon.

RIEDEL INTERNATIONAL, INC.
(Western Pacific Construction Materials Co., a division)

By: ______________________
Mark Connelly, Credit Manager

Date: October 14, 1986

RECEIVED
OCT 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P-316-515-907

"Helping Build the West . . . and Beyond"

LONGVIEW CONCRETE CO.
PIONEER CONSTRUCTION MATERIALS CO.
RIEDEL ALASKA, INC.
UPPER COLUMBIA RIVER CONSTRUCTION CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

jc cc: OSHD (Ru en) (Fredrickson)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH: Charles Lobaugh and Al Harwood; OSHD

DATE OF INSPECTION 8-17-86	INSPECTION MADE BY Herb Schell, Division Bridge Engineer and James M. Klamerus, Highway Engineer Trainee	PROJECT NO. F-24(40)

QUALITY OF WORK Unsatisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 93 %	WORK COMPLETED 95 %

ROSS ISLAND BRIDGE
MT. HOOD HIGHWAY
Bridge Deck Overlay

This project provided for a high density latex modified Portland cement concrete overlay of the existing bridge deck.

No work was in progress at the time of the inspection.

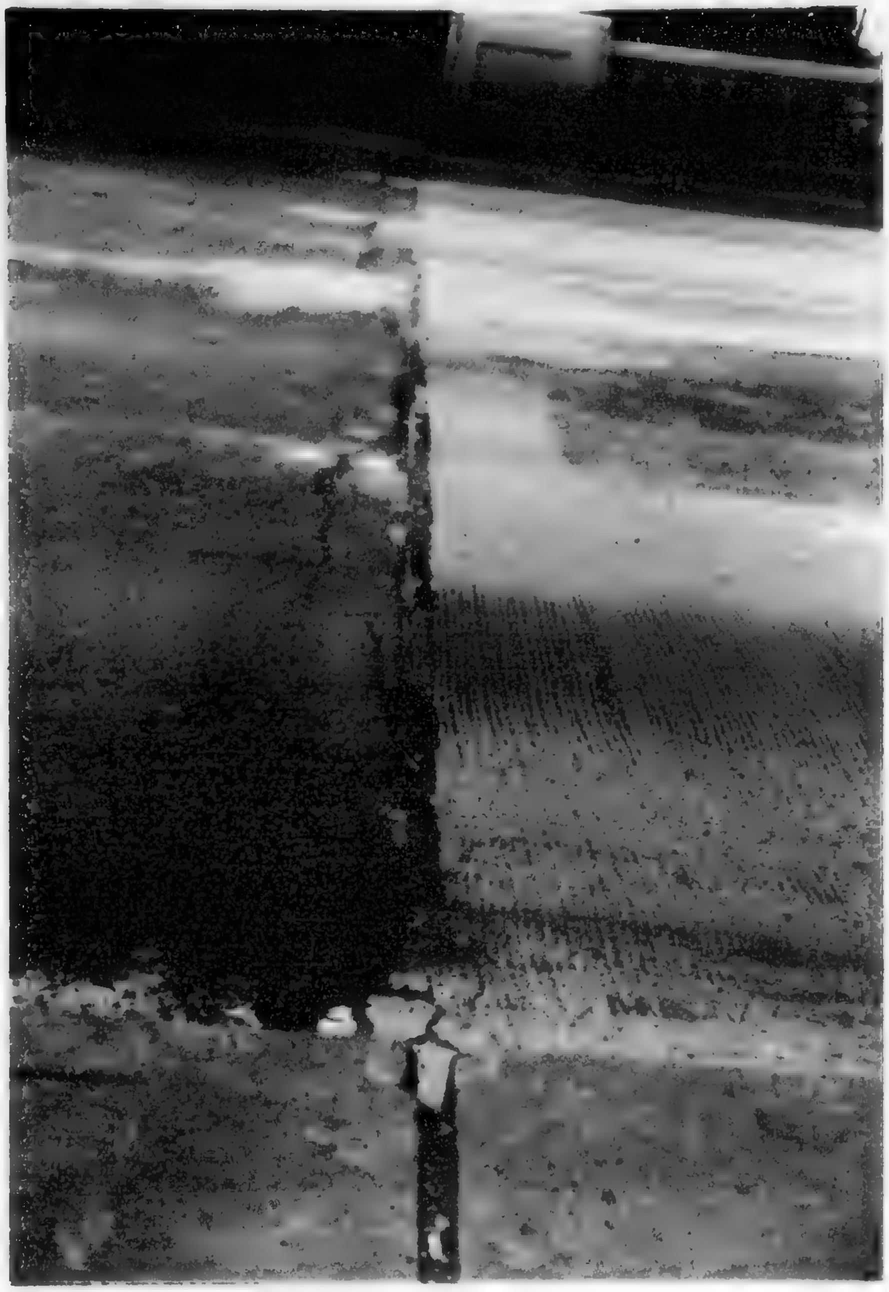
All of the following pictures were taken from the north side of the bridge looking south.

NOTED
W. E. SCHWARTZ

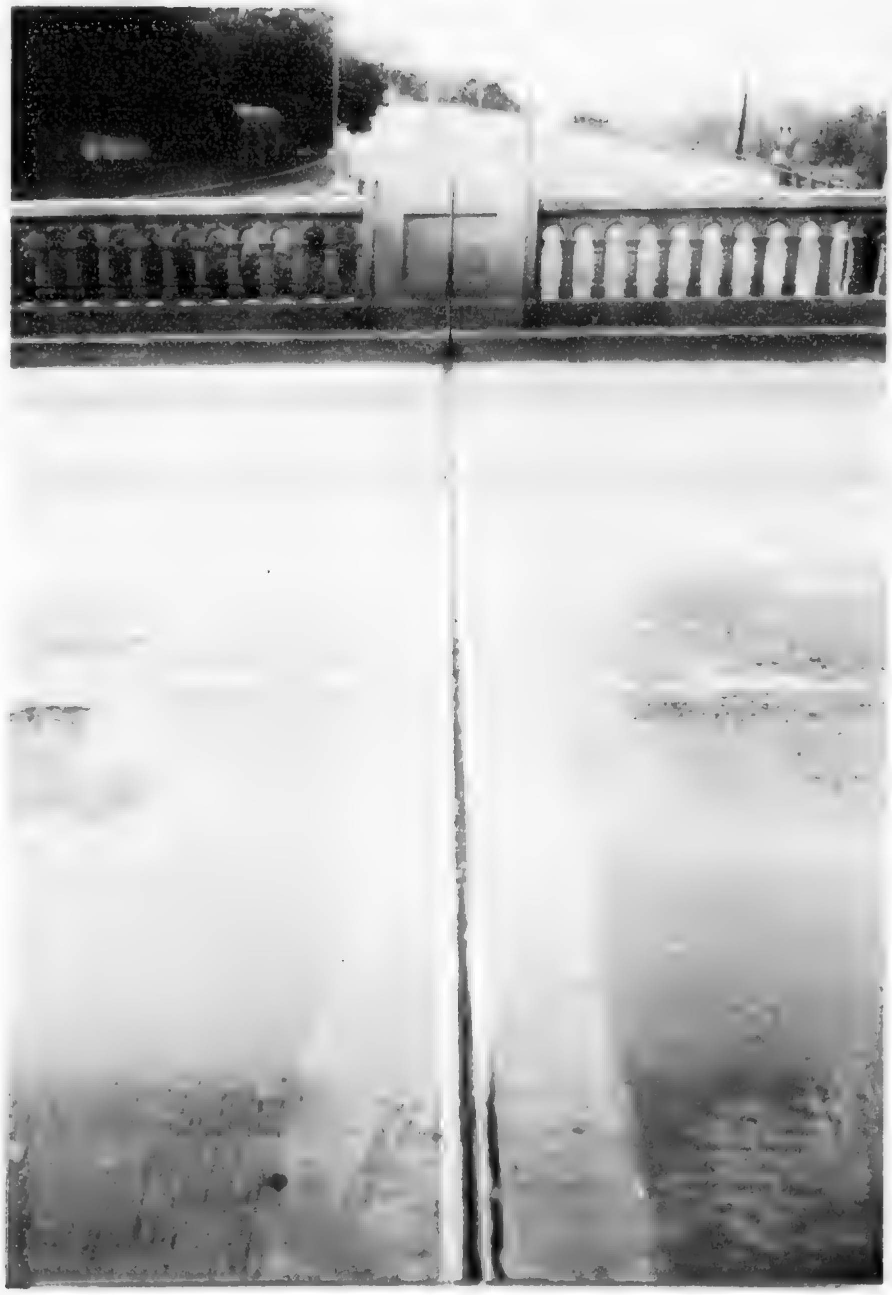
RECEIVED
STATE HWY ENG
SEP 9 '86
REFER TO
Fredrickson

cy
9/9

Form FHWA-1446A
(Rev. 2-84)

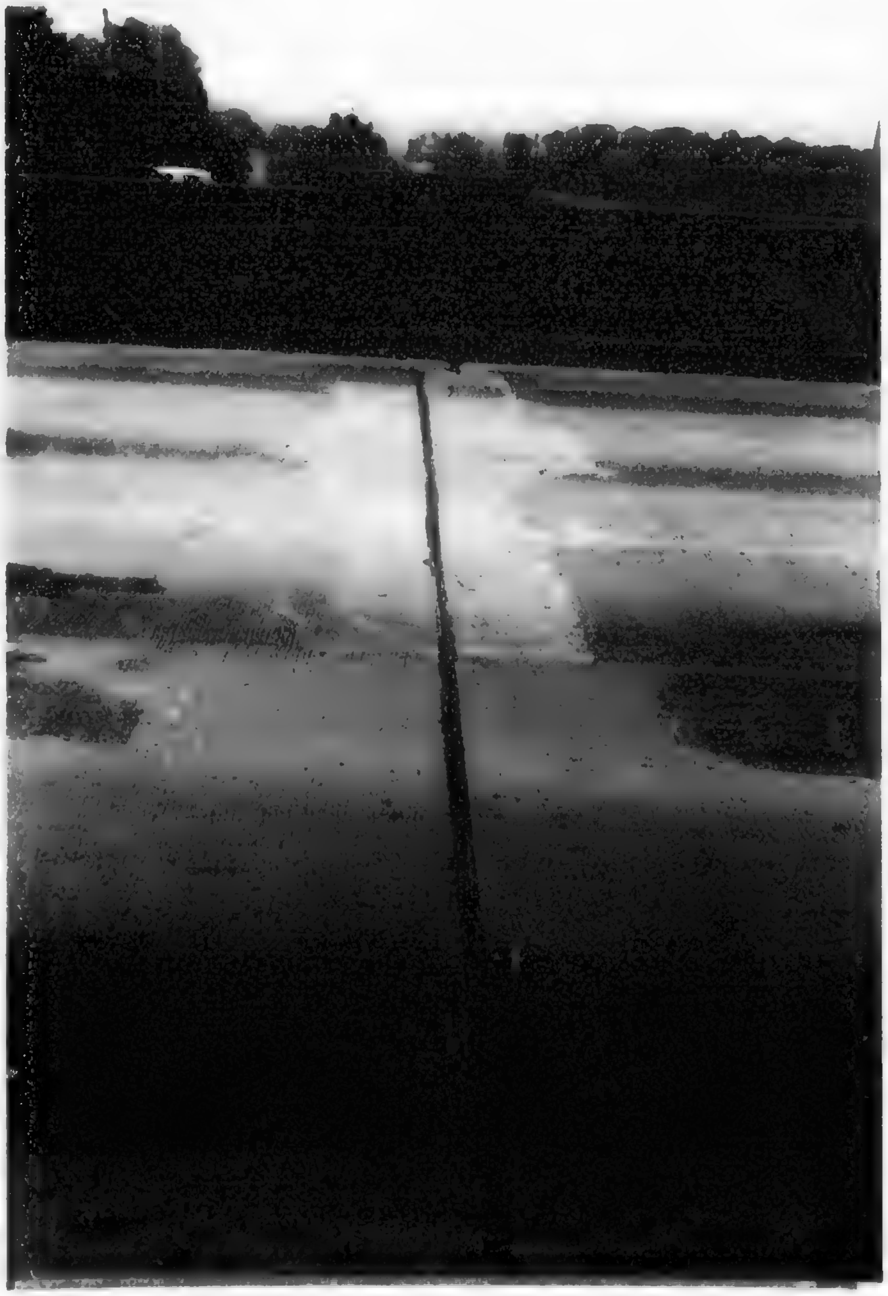


No. 1. Ross Island Bridge East end mastic joing.

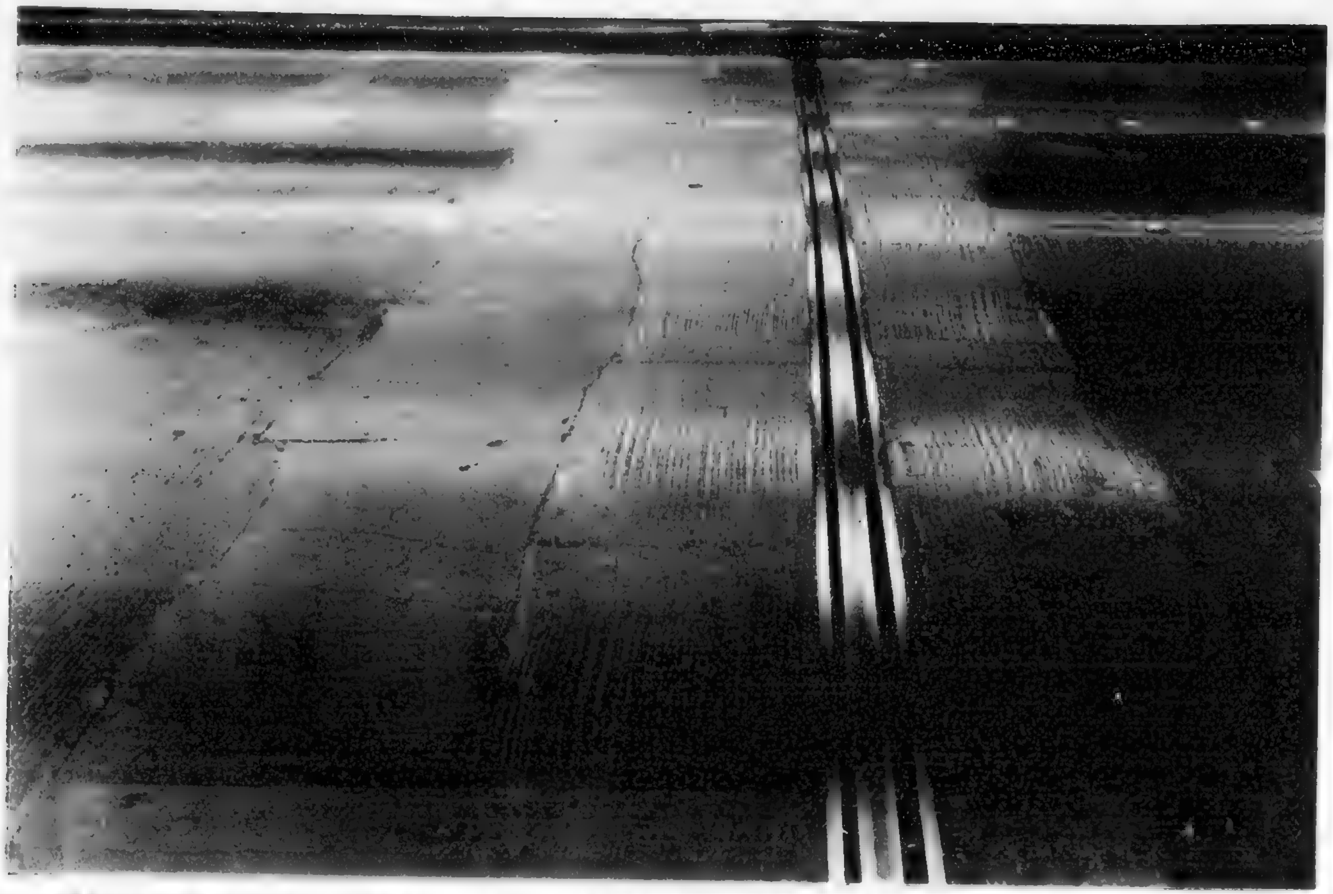


No. 2. First expansion joint (Bent 30). Single joint is a compression seal.

No. 3. Second expansion joint (Bent 29). Brown or lighter color indicates use of "Set 45" or "5 Star Grout" material to fill in excavated joint.

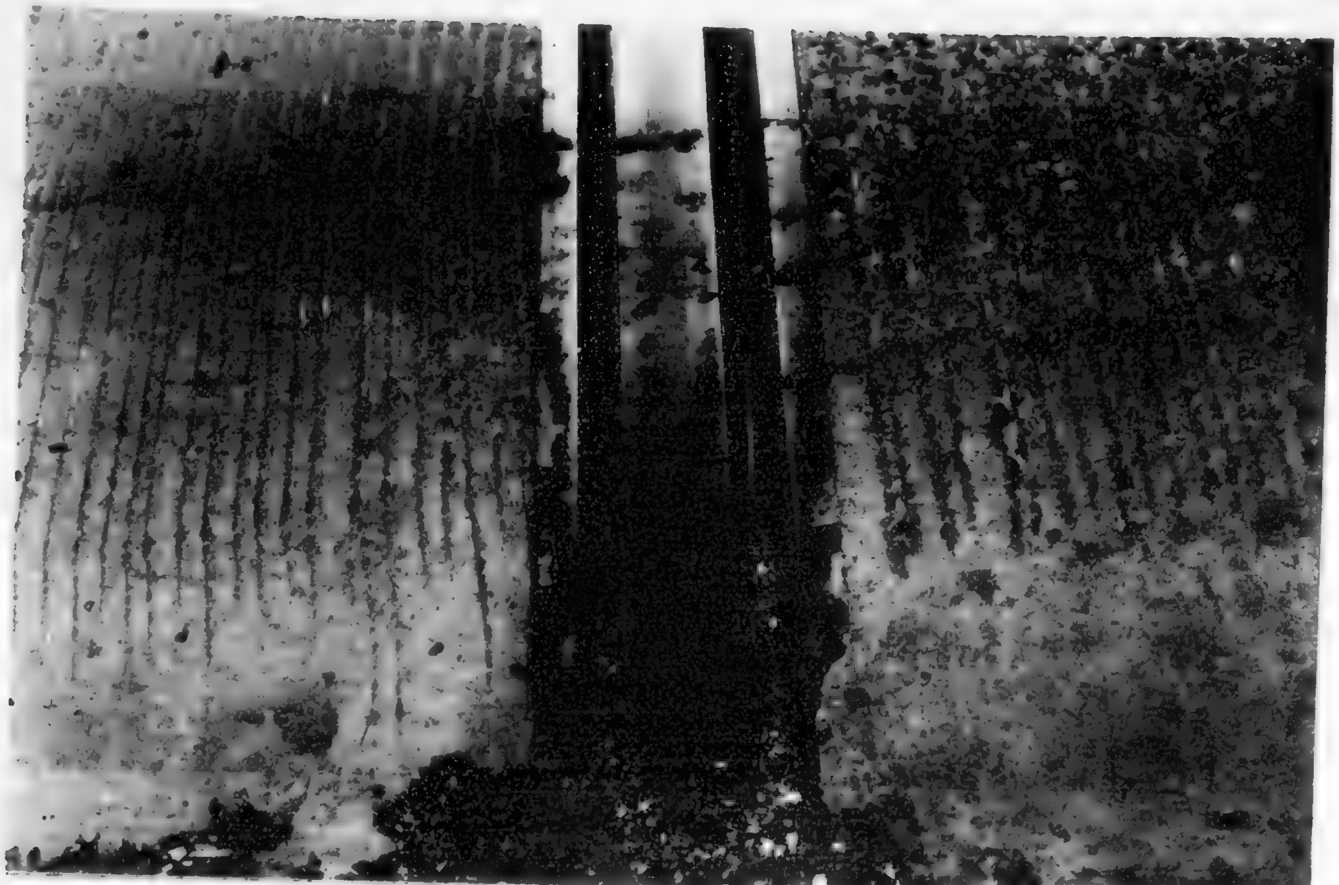


No. 4. Two methods of paving the joint including the excavation of the delaminated area on either side in the new latex modified concrete surface. The overlay is poured continuously over the joint end sawed the next day. The joint area is then prepared (excavated) in preparation for the joint installation and a plate installed for traffic to run on. South side - joint is installed with "Set 45" of "5 Star Grout". North side more delaminations are removed and the joint installed using "Duracal" for removed delaminated overlay also.

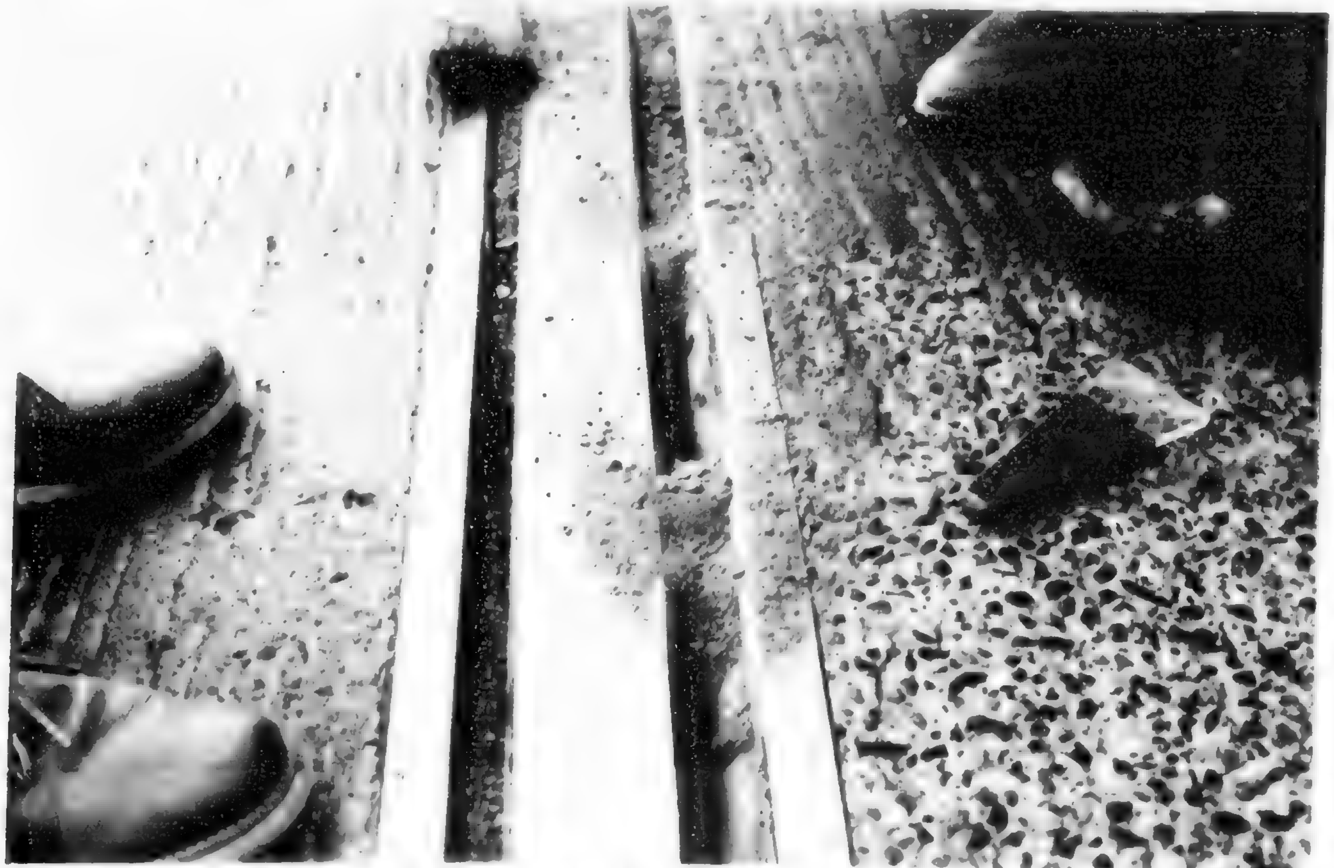


No. 5. After Duracal joint was installed additional delaminations were detected and patched with "Set 45". Note longitudinal cracks in the new patch.

No. 6. Actual section of strip seal with neoprene bulb in place.



No. 7. Dual expansion joint at Pier 5 (2 strip seals). The joint is excavated the full depth of the slab and filled with high strength concrete. Note the debris and material in the joint when it is close to maximum expansion.



No. 8. Cleaning out some of the debris at Pier 2. Note the failed joint edge next to the metal. The State claims that several strip seals are also delaminated or cracked on the bottom of the bulb.

The contractor has been directed to correct the delamination and torn neoprene bulbs.

The State has been informed to expedite these repairs prior to the winter season.

- JMK -

9991 CL 1986-0206

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:

CON 5 - 9991

FILED
AUG 11 1986
BARBARA ROBERTS
SECRETARY OF STATE

August 7, 1986

Willert Equipment Co., Inc.
P.O. Box 20955
Portland, OR 97230

Attention: Richard N. Hatch
Vice President - Operations

We have received your letter dated July 30, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Willert Equipment Co., Inc.
AMOUNT:	$3,321.60
FOR:	Labor and equipment
AGAINST (PRIME CONTRACTOR):	John Hyland Construction, Inc.
CONTRACT NO.:	9991
PROJECT:	Ross Island Bridge Section Mt. Hood Highway, Multnomah County
SURETY:	Fireman's Fund Insurance Company

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: John Hyland Construction, Inc.
P.O. Box 7867
Eugene, OR 97401

Fireman's Fund Insurance Company
Fidelity & Surety Department
121 SW Salmon Street, Suite 900
Portland, OR 97204

RECEIVED
AUG 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
8-15-86

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Willert Equipment Co., Inc.
Asphalt Removal - Concrete Grinding
P.O. Box 20955
Portland, Oregon 97230-0955
(503) 252-3929

July 30, 1986

Dept. of Transportation
Commission Services
Transportation Bldg.
Salem, Oregon 97310

and

Firemans Fund Insurance Co.
Fidelity Assurance Dept.
Suite 900
121 SW Salmon St.
Portland, Oregon 97204

NOTICE OF CLAIM ON BOND

Project: Oregon Dept. of Transportation
Hwy Division Contract #9991
Ross Island Bridge

Prime Contractor: H&S Construction
P. O. Box 7945
Eugene, Oregon 97401

Amount of Claim: $3,321.60

Type of Work: Labor and Equipment
Grind concrete pavement

Please note copy of related correspondence attached hereto.

Sincerely,
Willert Equipment Co., Inc.

Richard N. Hatch
Vice President
Operations

RECEIVED
AUG 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WILLERT EQUIPMENT CO. INC.
ASPHALT REMOVAL - CONCRETE GRINDING
P.O. BOX 20955
PORTLAND, OR 97230-0955
503-252-3929

1-44

SOLD TO
H & S CONSTRUCTION
P. O. Box 7945
Eugene, Oregon 97401

SHIP TO
RE: Ross Island Bridge

CUSTOMER'S ORDER	SALESMAN	DATE SHIPPED	TERMS	SHIPPED VIA	F.O.B.	DATE
Bob						7-3-86

	our job # 1-22		
	Concrete Grinding on Ross Island Bridge on July 3, 1986		
27	hours labor (3men)	30.00	810.00
6	hours concrete grinder	300.00	1,800.00
9	hours water/sludge truck	60.00	540.00
143	sq. yds. diamond grinder head wear	1.20	171.60
	Total		3,321.60

RECEIVED
AUG 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

EDIFORM 7S747
OLY PAK (50 SETS) 7P747

carbonless

JOHN
HYLAND
CONST., INC.
GENERAL CONTRACTOR

July 18, 1986

H & S Construction
Subcontractors and/or Suppliers

Gentlemen:

The partnership of H & S Construction is in the process of being terminated.

No future work will be done by this partnership.

John Hyland is the only person authorized to charge anything to that partnership, should it be necessary, to complete the Ross Is. Bridge Project.

Any monies still owing your company, will be paid as soon as the problems between the partners are cleared up.

Thank you for your assistance in these matters.

Sincerely,

Edie Wiley

Edie Wiley
Secty-Treas.
John Hyland Const., Inc.

RECEIVED
AUG 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX 7867 • EUGENE, OREGON 97401-0006
PHONE (503) 345-8100

9991

July 31, 1986

CON 5 - 9991

Reliable Credit Association, Inc.
P. O. Box 42205
Portland, OR 97242

Attention: Dan Eaglesen
Loan Manager

We have received your letter dated July 22, 1986, filing a claim against the following Highway Division contract:

FILED BY: Reliable Credit Association, Inc.

AMOUNT: $106

FOR: Electricity

AGAINST (Prime Contractor): John Hyland Construction

CONTRACT NO.: 9991

PROJECT: Ross Island Bridge Section,
Mt. Hood Highway, Multnomah County

SURETY: Fireman's Fund Insurance Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: John Hyland Construction, Inc.
P. O. Box 7867
Eugene, OR 97401

Fireman's Fund Insurance Company
Fidelity & Surety Dept.
121 SW Salmon Street, Suite 900
Portland, OR 97204

NOTED ON CARD
7-31-86 azm

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond
FKN:azm

Reliable Credit Association, Inc.

1195 S.E. Powell Boulevard
P.O. Box 42205
PORTLAND, OREGON 97242
(503) 233-4481

Personal Loans
Sales Financing
Real Estate Loans

Investments
Lease Financing
Insurance
Telecopier
(503) 238-1853

July 22, 1986

Robert W. Gormsen
C/O Commission Services
Room 121 Transportation Building
Salem, OR 97310

RE: Highway Contract
#C09991-Hyland Construction Co.
AKA Siuslaw Construction Inc.

Dear Sirs:

Hyland Construction Company, while they were working on a highway project under highway contract #C09991, negotiated and signed a contract with Reliable Credit Assoc. and used electricity from our firm to perform their construction work. The amount due in owing is $106.00.

Please be advised that our office has been unable to collect this balance from Hyland Construction Company and we would like it recorded in your files that $106.00 is still owing to our company, as of today's date.

Please contact me if you have any questions, and thank you for your help in this matter.

Sincerely,

Dan Eagleson
Loan Manager

Reliable Credit Assoc., Inc.
1195 S E Powell Blvd.
P O Box 42205
Portland, OR 97242
(503) 233-4481

DE:kmr

RECEIVED
JUL 23 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Fast Friendly Service and Integrity Assured"

#104

H & S
CONSTRUCTION
GENERAL CONTRACTOR

~~utility Eth~~

e/u ~~[illegible]~~

~~8/31~~

August 13, 1985

Reliable Credit Association, Inc.
P.O. Box 42205
Portland, Oregon 97242

RE: Power Supply Agreement
PO #1145

before Aug 31, 1985 Se

for a 150 watt flashing light Se

In agreement with RELIABLE CREDIT ASSOCIATION, INC., we at H & S CONSTRUCTION will pay the above named, the sum of ONE HUNDRED DOLLARS ($100.00) for three (3) months power supply. This fee will allow H & S CONSTRUCTION the privilege of wiring into existing power source supplied by RELIABLE CREDIT ASSOCIATION, INC.

H & S CONSTRUCTION will accept full responsibility for any damage incurred while hooking up to the power source. In the event that power is necessary for longer than three months, we agree to pay one dollar ($1.00) per day for every day thereafter, to be billed monthly. Agreement beginning this date, August 13, 1985.

RELIABLE CREDIT ASSOCIATION INC. — DATE 8/15/85
Irwin B. Holzman

H & S CONSTRUCTION — DATE 8/13/85
Robert C. Workman, Project Manager

Pd $100 8/21/85 K

RECEIVED
JUL 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX 7945 • EUGENE, OREGON 97401-0006
PHONE (503) 345-8100

CL 1986-0259

9991

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 25 1986
BARBARA ROBERTS
SECRETARY OF STATE

July 23, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9991

Road Repair & Recycle Inc.
P.O. Box 02318
Portland, OR 97202

Attention: William G. Lindquist

We have received your letter dated July 21, 1986, concerning the following Highway Division contract:

FILED BY:	Road Repair & Recycle Inc.
AMOUNT:	$14,563.62
AGAINST (PRIME CONTRACTOR):	John Hyland Construction, Inc.
CONTRACT NO.:	9991
PROJECT:	Ross Island Bridge Section, Mt. Hood Highway, Multnomah County
SURETY:	Fireman's Fund Insurance Company

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: John Hyland Construction, Inc.
P.O. Box 7867
Eugene, OR 97401

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

RECEIVED
JUL 3 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED ON CARD
8-1-86cc

ROAD REPAIR & RECYCLE INC.

503/243-1243

July 21, 1986

Commission Services
121 Transportation Bldg.
Salem, OR 97310

Re: Contract #9991 Ross Island Bridge Section Mt Hood Highway in Multnomah Co.

Att: Contract Administrator,

We have not been paid as per our contract agreement for the work that we did on this contract.

We are serving notice to Commission Services the following amounts are being witheld from us.

1. The force account work that was paid to the joint venture on the State estimate # 14.	10,750.00
2. The amount witheld from previosly paid estimates.	3,813.62
Total Claim	14,563.62

Please instruct us to the next step that we must take to try to collect the money owed us.

Sincerely,

William G. Lindquist
V.P.

RECEIVED
JUL 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX 02318 — PORTLAND, OREGON 97202

CL 1986-0215

9991

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 23 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - #9991

May 20, 1986

Masons Supply Company
P.O. Box 42367
Portland, OR 97242

Attention: Suzanne Sawicki

We have received your Notice of Claim dated May 5, 1986, against the following Highway Division contract:

FILED BY:	Masons Supply Company
AMOUNT:	$6,867.98
FOR:	Materials
AGAINST (Prime contractor):	John Hyland Construction, Inc.
CONTRACT NO.:	9991
PROJECT:	Ross Island Bridge Section, Mt. Hood Highway, Multnomah County
SURETY:	Fireman's Fund Insurance Company

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: John Hyland Construction, Inc.
P.O. Box 7867
Eugene, OR 97401

Fireman's Fund Insurance Co.
Attn: Fidelity & Surety Dept.
121 S.W. Salmon, Suite 900
Portland, OR 97204

RECEIVED
MAY 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
6-11-86 cc

MASCO

MASONS SUPPLY COMPANY

Construction and Industrial Materials

2637 S.E. 12th AVENUE, PORTLAND, OREGON 97202 (503) 234-4321
Mailing Address: P.O. BOX 42367, PORTLAND, OREGON 97242

NOTICE OF CLAIM

To: State of Oregon
Department of Transportation
Highway Division
3700 S.E. 92nd
Portland, Oregon 97266

Attn: Chuck Lobaugh

NOTICE IS HEREBY GIVEN that the undersigned, Masons Supply Company, a corporation, as claimant, has a claim for materials supplied by the claimant, generally consisting of concrete patching, curing, and finishing materials in the sum of $6867.98 against the bond taken from John Highland Construction, Inc., as principal, and Tromp & McKinley Insurance Company, as surety, for the work of the Ross Island Bridge construction and repair, Contract #9991.

This affidavit is made in compliance with ORS 279.526 and 279.528.

DATED This 5th day of May, 1986

MASONS SUPPLY COMPANY

By Suzanne Sawicki
Suzanne Sawicki,
Credit Manager
P.O. Box 42367
Portland, Oregon 97242

RECEIVED
MAY 6 1986
PROJECT MGR.
CHUCK LOBAUGH

RECEIVED
MAY 8 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

AGENDA
MAY 20 1986
(A- [illegible])

In Reply Refer to
File No.:

CON 5
9991

DATE: May 8, 1986

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Ross Island Bridge Section
Mt. Hood Highway, Multnomah County
Contract No. 9991

Completion of this federal-aid bridge deck overlay project is anticipated later this month and it is now apparent that the final cost will exceed the project authorization by $91,600 or ten percent. The project authorization was increased by action of the Commission at the meeting of November 18, 1985, because of increased quantity of paving material and because of extra payment made to accelerate completion of the job after it was unavoidably delayed by forced closure of other downtown Portland bridges.

Completion of the project was delayed approximately four months in order to accommodate the increased traffic resulting from closure of the Hawthorne Bridge for emergency repairs and closure of the Steel Bridge due to light rail construction. The increase in engineering and added flagging costs amounting to $32,000 are the result of the delays to the project.

Traffic interference and potential future maintenance problems were reduced as a result of plan revisions which increased cost of the double strip seal joints by $15,000. Insufficient contingency funds were provided in the project authorization for armored corner joint repairs and Class 3 deck preparation which account for $17,000 of the extra costs.

The remaining items were unanticipated extra work items totaling $27,600 which were not detected until removal of the existing asphaltic concrete deck had started and other work was in progress on the project.

Form 734-3122

Request for Increase in Project Authorization
Ross Island Bridge Section
Contract No. 9991

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $91,600 to a new total of $1,037,943.44. This matter will be on the consent calendar for the May 20 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
C. A. Lobaugh
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: May 8, 1986

FROM: O.B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Ross Island Bridge Section
Mt. Hood Highway, Multnomah County
Contract No. 9991

NOTED
W. E. SCHWARTZ

Completion of this federal-aid bridge deck overlay project is anticipated later this month and it is now apparent that the final cost will exceed the project authorization by $91,600 or ten percent. The project authorization was increased by action of the Commission at the meeting of November 18, 1985, because of increased quantity of paving material and because of extra payment made to accelerate completion of the job after it was unavoidably delayed by forced closure of other downtown Portland bridges.

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The remaining items were unanticipated extra work items totaling $27,600 which were not detected until removal of the existing asphaltic concrete deck had started and other work was in progress on the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $91,600. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
C. A. Lobaugh
B. M. Walton
D. L. Trout

9991

jc

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-24(40)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20086

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 27, 1985

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Ross Island Bridge Section

11. GENERAL DESCRIPTION OF WORK
Parking restriction modifications, pavement marking revisions, and traffic signal timing modification.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8-27-85 as requested in Mr. Fredrickson's letter of 11-26-85 as being cost effective for the use of City of Portland forces to proceed with the above work. State Force Order No. 4 is approved to a TEC of $10,000; Federal Funds $8,815.

RECEIVED
STATE HWY ENGR
DEC 6 '85
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. Ko
12/6

14. DATE 12/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: CON 5

DATE: November 7, 1985

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Ross Island Bridge Section
Mt. Hood Highway, Multnomah County
Contract No. 9991

This federal aid bridge deck overlay project is approximately 80 percent finished with completion expected in December, 1985, and it now appears that the final cost will exceed the project authorization by $198,400 or 26.5 percent.

The major cause of the overrun is an increased quantity of latex modified concrete material required to provide a satisfactory grade line between expansion joints and drainage facilities and to correct the deep wheel rutting encountered in the existing surface. The overrun of this item added more than $133,000 to the cost of the project.

The project was delayed more than three months in order to accommodate an increased traffic load which occurred due to the forced closure of Multnomah County's Hawthorne Bridge for emergency repairs. Upon approval to proceed, acceleration measures were required to meet a new completion date and minimize further delay and inconvenience for the traveling public. This extra work added $70,000 to the project cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $198,400 to a new total of $946,343.44. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
C. O.Fredrickson
E. L. Hardt
R. W. Gormsen
V. E. Skoog
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 7, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Ross Island Bridge Section
Mt. Hood Highway, Multnomah County
Contract No. 9991

RECEIVED
TAT . HWY ENGR
NOV 6 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

This federal aid bridge deck overlay project is approximately 80 percent finished with completion expected in December, 1985, and it now appears that the final cost will exceed the project authorization by $198,400 or 26.5 percent.

The major cause of the overrun is an increased quantity of latex modified concrete material required to provide a satisfactory grade line between expansion joints and drainage facilities and to correct the deep wheel rutting encountered in the existing surface. The overrun of this item added more than $133,000 to the cost of the project.

The project was delayed more than three months in order to accommodate an increased traffic load which occurred due to the forced closure of Multnomah County's Hawthorne Bridge for emergency repairs. Upon approval to proceed, acceleration measures were required to meet a new completion date and minimize further delay and inconvenience for the traveling public. This extra work added $70,000 to the project cost.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $198,400. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt C. A. Lobaugh
B. M. Walton D. L. Trout

9771

N

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

August 27, 1985

In Reply Refer To
File No.:

Andy Cotugno
Transportation Director
Metropolitan Service District
527 SW Hall
Portland, OR 97201

SUBJECT: FUNDING-ROSS ISLAND BRIDGE OVERLAY PROJECT

As previously discussed, the Federal Highway Administration was unable to proceed in changing the funding on the Ross Island Bridge Overlay project from Federal Aid Primary to Interstate Transfer as we requested.

In my May 31, 1985 correspondence, I requested the Transportation Improvement Program be revised to reflect the use of Interstate Transfer for the Ross Island Bridge Overlay, instead of the Federal Aid Primary. You administratively concurred in the state's request and transferred the authorization to use Interstate Transfer from the Oregon City Bypass and transferred the original Federal Aid Primary to the Bypass from the overlay project.

In order to correct the Metropolitan Service District Transportation Improvement Program to be consistent with the actual programming of funds, I request that we administratively readjust the funding for the Ross Island Bridge Overlay project to reflect the original funding, i.e., Federal Aid Primary. We should transfer the Interstate Transfer to its original source, i.e., the Oregon City Bypass project.

I apologize for the inconvenience, but we were unable to proceed with the Federal Highway Administration on our funding plan.

In summary, I request that we undo what we did.

R. N. BOTHMAN

RECEIVED
STATE HWY ENGR
AUG 29 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

THEODORE A. SPENCE
Plan and Program Manager

TAS:cy

cc Ed Hardt
Bob Bothman
Gary Zehner

Schwartz N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

RECEIVED
STATE HWY ENGR
AUG 23 '85
In Reply Refer To
REFER TO
FOR
Info | Inves | R/D | J/R

August 22, 1985

Commissioner Margaret Strachan
City of Portland
1220 SW 5th
Portland, OR 97204

NOTED
W. E. SCHWARTZ

Regarding your letter on the work on the Ross Island Bridge, two points need to be clarified. First, the closure time on the bridge starts at 7 p.m., not 8 p.m., through 6 a.m. beginning August 23. For the past two weeks there have been lane restrictions between 8 p.m. and 6 a.m. for preparation of the overlay. With the reopening of the Hawthorne Bridge, closures on the Ross Island Bridge will start immediately. I have attached a copy of the press release we recently put out explaining all of the details.

The nature of the latex concrete paving to be done on this bridge makes it impossible to guarantee the bridge can be opened to traffic "immediately", as your letter states. Latex concrete must harden for four days before it can accept traffic. Also, I would be very reluctant to stop all work on the bridge, even in the event of a Tri-Met strike, because the contractor will probably need every good day left this construction season to complete the work before the winter sets in. Before we shut the contractor down and open the bridge to four lanes of traffic, we would have to weigh very carefully the consequences of leaving the repaving work only partly done until spring. This would create a very signifiant safety hazard to the 50,000 or 60,000 vehicles per day that use the bridge. In addition, if the contract is delayed further the State will be exposed to a significant claim from the contractor. We already have a claim for $50,000 for the three-month delay experienced this summer. If the city feels that it is crucial that the additional lanes on the bridge be opened in the event of a Tri-Met strike, then it might be possible to operate the bridge two lanes inbound in the morning and two lanes outbound in the afternoon (in essence, a two-lane, one-way bridge).

Our project people have been in constant contact with the city's traffic engineering staff on handling of the Ross Island Bridge work. I have asked Mary Volm, the Highway Division's public affairs person, to get in contact with Ms. Pomeroy regarding this project and believe she has already done so.

(over)

In the event of a transit strike I think we will have to weigh very carefully whether it be more important to provide additional capacity for peak-hour traffic into downtown, or whether it be more important to complete the project which we've started. My office will continue to work with your traffic bureau staff so that we come up with the best solution for the motoring public.

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

Attachment

ELH/cp
~~bc~~ W. E. Schwartz w/attachment
Chuck Lobaugh "

CITY OF
PORTLAND, OREGON
COMMISSIONER OF PUBLIC UTILITIES

Margaret D. Strachan, Commissioner
1220 S.W. 5th
Portland, Oregon 97204
(503) 248-4151

August 13, 1985

Mr. Ed Hardt, Region Engineer
ODOT
9002 SE McLoughlin Boulevard
Milwaukie, OR 97222

Dear Ed:

The deluge of phone calls which "rained upon" this office and the Mayor's office this morning underlined to me the importance of keeping access open across the Willamette. With the pending strike by Tri-Met, I feel it crucial that this accessibility be protected and this is the purpose of my writing.

My understanding relative to the Ross Island Bridge work is as follows. If I'm misinformed, would you please let me know on which points:

1. Between now and August 21, pavement removal work will occur at night between 8:00PM and 6:00AM with traffic allowed to pass on a restricted basis. The lanes will be completely open by 6:00AM for commuter traffic.

2. With the reopening of the Hawthorne Bridge (expected August 21), daytime work with placement of latex concrete will commence. This will consist of closure of one-third of the bridge during three separate phases in daylight hours - maintaining one lane in each direction. At night, the bridge will be closed and traffic re-routed.

3. Should Tri-Met drivers go out on strike, work will immediately stop on the Ross Island Bridge, so as to accommodate the additional automobile demand.

Page Two
Letter to Mr. Ed Hardt
August 13, 1985

Ed, it would be most helpful if your public liaison staff would keep this office, as well as the Office of Transportation, informed of major changes in construction/traffic routing. It helps us to deal with public inquiries. Julia Pomeroy assists me in these matters and can be contacted at 248-4151.

Sincerely,

Margaret D. Strachan

Margaret D. Strachan
Commissioner of Public Utilities

cc: Mayor Clark
G. Larkin
J. English

MDS:ts
wd3jp

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 8, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. F-24(40)
Ross Island Bridge Section
Mt. Hood Highway
Multnomah County

I request your approval of a program change to joint finance the subject project utilizing Interstate Substitution funds (Appn Code 178) to finance the remaining construction costs estimated to be $645,000 with Federal funds of $548,250.

This change will require the following revisions in project data:

1) Appn Code -- Add 178
2) Project No. Change to Read -- F-IX-24(40)
3) Class of Federal Funds Add -- & Interstate Substitutions

Revisions in financing are as indicated on the enclosed revised project agreement estimate and modification of project agreement (PR 2-A) forms.

CPL:pf
Enclosure

cc: Ted Spence, Metro Region
E. L. Hardt, Metro Region
G. Zehner
J. Peterson
General Files

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

May 30, 1985

In Reply Refer To
File No.:

Copy
#10,613

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 31 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Andy Cotugno
Transportation Director
Metropolitan Service District
527 SW Hall
Portland, OR 97201

SUBJECT: TRANSFER OF INTERSTATE TRANSFER FUNDS TO NE PORTLAND HIGHWAY AND ROSS ISLAND BRIDGE OVERLAY PROJECTS

In order to expedite the obligation of FY 1985 Interstate Transfer Funds, ODOT is willing to undertake two projects currently funded with Federal Aid Primary and utilize Interstate Transfer Funds.

It is intended that State Interstate Transfer Project Reserves be allocated to these projects for this purpose.

The two projects involved to forward with Interstate Transfer Funds are the NE Portland Highway and the Ross Island Bridge Overlay Projects.

The NE Portland Highway project transfers needed include the following:

(A) An anticipated right-of-way obligation for $340,000 Federal Interstate Transfer Funds for the NE 60th to I-205 Section.

(B) And a proposed construction obligation of $2,550,000 federal funds on the 60th to 82nd Avenue Section.

The Ross Island Bridge Overlay Project is currently contracted for $750,000 total funds, or the equivalent of $637,500 Interstate Transfer Federal Funds. We propose re-obligating the $637,500 using Transfer Funds.

In order to proceed with the obligation of Interstate Transfer Funds on these two projects, please transfer the following amounts from ODOT Interstate Transfer Reserves:

MORE

734-1850

Transfer to NE Portland Highway

Please transfer $2,000,000 from the Highway 217/Sunset Highway Project Reserve to the NE Portland Highway, leaving $329,616 in reserve on 217/Sunset.

Please transfer $890,000 from the Oregon City Bypass Project Reserve to the NE Portland Highway.

The total transfer to NE Portland Highway for both right-of-way and construction should be $2,890,000.

Transfer to Ross Island Bridge Overlay

Please transfer $637,500 of Interstate Transfer from the Oregon City Bypass Project Reserve to the Ross Island Bridge Overlay Project.

The two transfers from the Oregon City Bypass Reserve should leave $86,317 in reserve, remaining on the Oregon City Bypass Project.

Transfer of Federal Aid Primary Authority from NE Portland Highway and Ross Island Bridge Propects

I would like to return the same amount of (as transferred out) Federal Aid Primary authorization for the TIP proposes from the NE Portland Highway and the Ross Island Bridge Overlay Projects to the Sunset/217 and Oregon City Bypass Projects. This will retain the reserves on the 217/Sunset and the Oregon City Bypass projects with Federal Aid Primary as well as the remaining Interstate Transfer Funds.

Time is of essence in proceeding with the transfer of funds so we can advance the two projects using Interstate Transfer Funds this year.

Original Signed By
Theodore A. Spence

Theodore A. Spence
Plan and Program Manager

TAS:cy

cc Scott Coulter
Bob Bothman
Ed Hardt
Vic Rhodes, City of Portland

April 10, 1985

John Hyland Construction, Inc.
P. O. Box 7867
Eugene, OR 97401

CON 5
#9991

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9991 for bridge deck overlay on the Ross Island Bridge Section of the Mt. Hood Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Fireman's Fund Insurance Co.
Fidelity and Surety Dept.
121 S. W. Salmon St., Suite 900
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Chuck Lobaugh

JOHN
HYLAND
CONST., INC.
GENERAL CONTRACTOR

P.O. BOX 7867
EUGENE, OR 97401-0006
(503) 345-8100

March 26, 1985

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: Ross Island Bridge Deck Resurfacing, DBE Participation

Gentlemen:

Contingent on award of the above referenced contract, we have committed to a subcontract with NYFAB as follows:

Item 14	Joint Seals	775LF @ $17.	$13,175.00
Item 15	Adjust Drains	25 EA. @ $128.	3,200.00
			$16,375.00

If we can be of further assistance, please do not hesitate to call.

Sincerely,

for RCW

Robert C. Workman
Project Manager
777-3184

cc: NYFAB

RCW/jb

RECEIVED
MAR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

rll

[illegible]
Willamette

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-24(40)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20086

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 6 '85
REFER TO Potter
FOR

Orig w/ att 3/6

7. DATE AUTHORIZATION EFFECTIVE 2/27/85

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:
Ross Island Bridge Section

11. GENERAL DESCRIPTION OF WORK
Bridge Deck Overlay

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 2/25/85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 2/25/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $858,007; Federal Funds $756,333.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 3/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

9111

[illegible]
Willamette R.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, Oregon 97301

April 23, 1984
IN REPLY REFER TO
HBR-OR

Mr. H. S. Coulter
State Highway Engineer
140 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project F-24(40)
Ross Island Bridge Section Resurfacing

The program submitted under Mr. Potter's letter of April 16, calls for resurfacing the Ross Island Bridge. This work will require considerable disruption of traffic patterns during the project construction and the inconvenience and cost will be a major portion of the contractor's bid.

We note in the program you are considering two surfacing materials. We feel you should only consider the highest types and most durable surfacing for this major arterial river crossing. In view of the traffic density and route importance the selection of any overlay materials that did not give the longest life would be false economy. Please utilize this concept in your preparation of plans and specifications.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)

cc [illegible] Westergren 4-26-84

R. N. BOTHMAN

RECEIVED
ASST STATE HWY ENGR
APR 24 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
APR 24 '84
REFER TO
Bothman
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc
Hunter

9771

26

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Ross Island Bridge Section No. 5054 and No. 6767

HIGHWAY NAME: Mt. Hood

HIGHWAY NUMBER: 26

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
1	2B	Multnomah	Portland

LENGTH: 0.6

MILEPOST NUMBER: 0.5 TO 1.1

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Deck Repair

PROJECT DESCRIPTION

Plane (remove old AC pavement), repair expansion joints and repave structure with latex modified dense concrete wearing surface or polymer concrete overlay.

The off-ramp to Highway 1E, Bridge No. 6767, should be included in this project.

1 Versteeg ✓
Anderson
2 Adams
3 Olson ab
Sullivan
Terpin
Trout
4 Wakefield W

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1980 - 50,100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☒	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 45

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Perpin
Location Engineer
Date 5/25/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN UMBER AND WIDTH	PR SED NUMBER AND WIDTH
TRAVEL LANES	4 - 10'	No Change
SHOULDERS	None	" "
MEDIANS	None	" "
PARKING LANES	None	" "
SIDEWALKS	North Side Only	" "
BIKEWAYS		" "
INTERCHANGES		" "
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☒	☐	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☒	☐	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River __________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream __________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	\	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
ronmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ______	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☐	☒	☐
Utilities	☐	☒	☐

Type ______

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1.0)	1.0
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	5.0

RECOMMENDED CONSTRUCTION DATE	______ (Region)	______ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
N/A		

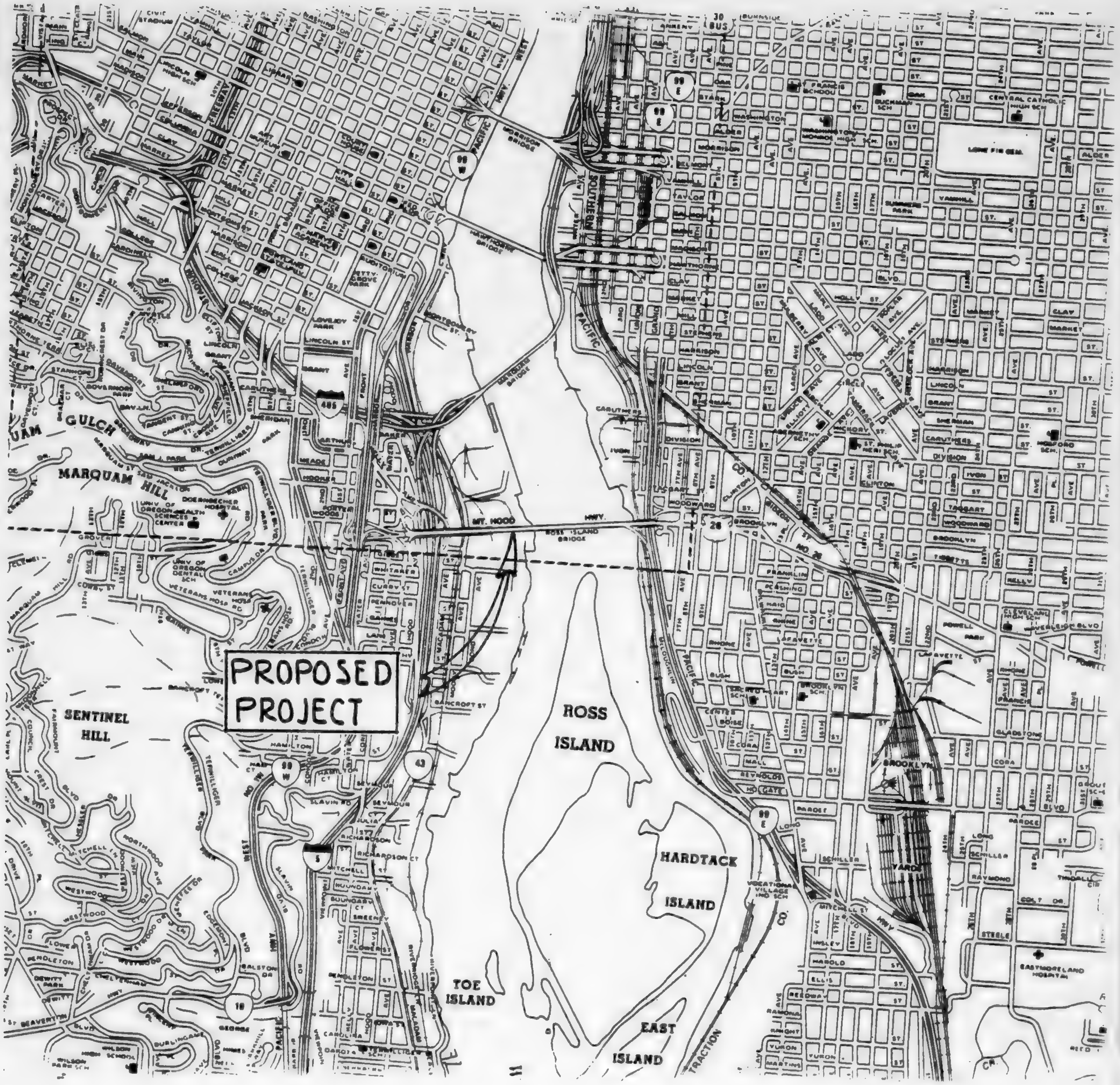
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	26,600	26.600
RIGHT OF WAY		
TRAFFIC CONTROL		200.000
ILLUMINATION		
STRUCTURES	1,350,000	845.000
RAILROAD		
ROADWAY		
OTHER		
ENGINEERING & CONTINGENCIES		338.000
PROJECT TOTAL	1,376,600	1,409 600

SUBMITTED BY ______________________



PROPOSED PROJECT
MARQUAM HILL
SENTINEL HILL
ROSS ISLAND
HARDTACK ISLAND
TOE ISLAND
EAST ISLAND
MT. HOOD HWY.
ROSS ISLAND BRIDGE
MORRISON BRIDGE
HAWTHORNE BRIDGE
MARQUAM BRIDGE
SOUTHERN PACIFIC
BROOKLYN
YARD
LONE FIR CEM.
LADD CIRCLE
UNIV OF OREGON HEALTH SCIENCES CENTER
UNIV OF OREGON DENTAL SCH
VETERANS HOSP
DOERNBECHER HOSPITAL
LINCOLN HIGH SCH
CLEVELAND HIGH SCH
WILSON HIGH SCHOOL
EASTMORELAND HOSPITAL
VOCATIONAL VILLAGE
405
5
43
99 W
99 E
26
10
30 BUS

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-19-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-24(32) MAI 14-[illegible]

2. STATE PROJECT NO. See below [illegible]

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20086

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/19/82

8. FEDERAL ROUTE NUMBER Primary 24

9. STATE ROUTE NUMBER Primary 26

10. GENERAL LOCATION:

Ross Island Bridge Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $26,600 - F.F. $23,455
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 5/10/82.

RECEIVED
STATE HWY ENGR
MAY 24 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
5/24/82

14. DATE 5/19/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

5-10-82 mac 14-1-4

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. p	ROUTE NO. STATE
US 26, Willamette Riv. (Portland) "Ross Island Bridge Section"	010	20086	F-24(32)	24	26

Access Control Full Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW N/A

Water Development None Recreation & Historical Areas None

Multnomah (051)

A-95 Review:

State Cl. Ho.......... Exempt X Date Approved ____

Dist. 2 Cl. Ho. ..... Exempt ___ ~~Date~~ Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2/25/80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 1 & 3.

(2) In MSD TIP by Resolution 82-312 and in 6 Yr. HIP on pg. 10 as index 141.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
___ Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Br. No. 5054
Br. No. 6767 (EB off Ramp)

Est. Proj. Cost:

	TEC NTE	$ 26,600
88.18%	FF	$ 23,455
	STATE	$ 3,145
	____	$

For PR-37:
Field Phase $ ____
PS&E Phase $ ____

REMARKS:
Attached is a copy of "Authority for Survey" & project map.

JLG:bkc

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5-10-82	D.E. SWAN, P.E.	PROGRAM CONTROL ENGINEER

XC: GEN. FILES

1985 Haines-Pocahontas Rd. Sec, 9992
La Grande-Baker Hwy. in Haines
(paving)

9992

May 15, 1986

CON 5 - #9992 & #10,002

Ash Grove Cement Company
P.O. Box 25900
Overland Park, KS 66225

Attention: Gary Church

Thank you for your letter of March 19, 1986, stating that your company has been paid $30,449.09 owed for lime supplied to LT Contractors, Inc.

This was in connection with claims filed on the following contracts:

> Contract No. 9992 for paving on Haines-Pocahontas Road Section of the La Grande-Baker Highway in Baker County.
>
> Contract No. 10,002 for paving on the La Grande S.C.L.-Hot Lake/Airport Road Section of the La Grande-Baker Highway in Union County.

This information will be noted in our records and we will advise the contractor and the surety.

Robert W. Gormsen
COMMISSION SERVICES

cc: LT Contractors, Inc.
P.O. Box 11249
Portland, OR 97211

Seaboard Surety Company
411-108th Ave. N.E., Suite 1670
Bellevue, WA 98004

bc: Secretary of State: Filed 11-29-85 CL 1985-0217

bbc: Bryant Jackmond

FKN:cb

NOTED ON CARD
5/15/86 CB

ASH GROVE CEMENT COMPANY

8900 INDIAN CREEK PARKWAY, SUITE 600, P.O. BOX 25900
OVERLAND PARK, KANSAS 66225
PHONE 913 / 451-8900

GARY L. CHURCH
ASSISTANT GENERAL COUNSEL

March 19, 1986

SL-9

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Contract Numbers: 9992 and 10,002
Projects: Haines-Pocahontas Road Section
LaGrande-Baker Highway, Baker County

LaGrande S.C.L.-Hot Lake/Airport
Road Section, LaGrande-Baker Highway
Union County
Prime Contractor: L T Contractors, Inc.
Surety: Seaboard Surety Company
Claimant: Ash Grove Cement Company
Amount: $30,449.09
For: Lime supplied

Gentlemen:

Ash Grove Cement Company has been paid the $30,449.09 owed for lime supplied L T Contractors, Inc. on the above projects. Please make any apporpriate filings with the Secretary of State. Thank you in advance for your attention to this matter.

Sincerely,

Gary L. Church

GLC:jab
cc: L T Contractors, Inc.
P. O. Box 11249
Portland, Oregon 97211

Seaboard Surety Company
320 108th Avenue N.E.
Suite 401
Bellevue, Washington 98004

MEMBER PORTLAND CEMENT ASSOCIATION

977-

n

March 10, 1986

CON 5
#9992

Seaboard Surety Company
411 108th Avenue N.E.
Suite 1670
Bellevue, WA 98004

Contract No. 9992 awarded to L T Contractors, Inc. for paving on the Haines-Pocahontas Road Section of the La Grande-Baker Highway in Baker County was completed on November 8, 1985, and accepted by the State Highway Division on February 28, 1986.

Final payment in the amount of $12,918.26 will be released to the contractor after March 17, 1986. The total contract amount is $625.150.40 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: L T Contractors
P.O. Box 11249
Portland, OR 97211

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
R. D. Hector

9992

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9992

TO: Robert Gormsen
Manager, Commission Services

DATE: February 28, 1986

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9992 , On Site Work Substantially Completed August 19, 1985

All Work Completed November 8, 1985

Project Haines-Pocahontas Rd.

Highway LaGrande-Baker

County Baker

Type of Work Paving

Contractor L. T. Contractors, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-10-86- Surety letter written.

noted
Bwg.

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9992 CL 1985-0217

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 19, 1985

In Reply Refer To
File No.:
CON 5
#9992 noted on card 3-6-86
#10,002 noted on card 3-3-86

Ash Grove Cement Company
8900 Indian Creek Parkway
Suite 600, P.O. Box 25900
Overland Park, KS 66225

Attention: Gary L. Church
Assistant General Counsel

This will acknowledge your letter of November 1, 1985, with attached affidavits and invoices, filing claims against the following Highway Division contracts:

FILED BY:	Ash Grove Cement Company
AMOUNT:	$30,449.09
FOR:	Lime supplied
AGAINST (Prime contractor):	L T Contractors, Inc.
SURETY:	Seaboard Surety Company
CONTRACT NO.:	9992
PROJECT:	Haines-Pocahontas Road Section La Grande-Baker Highway Baker County
CONTRACT NO.	10,002
PROJECT:	La Grande S.C.L.-Hot Lake/Airport Road Section, La Grande-Baker Highway, Union County

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
3-3-86 cc (10,002)
3-6-86 (9992)

COPY

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: L T Contractors, Inc.
P.O. Box 11249
Portland, OR 97211

Seaboard Surety Company
320 108th Avenue N.E.
Suite 401
Bellevue, WA 98004

bc: Secretary of State - Please acknowledge receipt of the attached claim on the cnlosed copy of this letter.

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ASH GROVE CEMENT COMPANY

8900 INDIAN CREEK PARKWAY, SUITE 600, P.O. BOX 25900
OVERLAND PARK, KANSAS 66225
PHONE 913 / 451-8900

GARY L. CHURCH
ASSISTANT GENERAL COUNSEL

November 1, 1985

SL-9

The Oregon Department of Transportation
Attention: Robert Gormsen
121 Trans Building
Salem, Oregon 97310

Re: L. T. Contractors, Inc.
Haines - Pocohontas
Baker County
Contract No. 9992
$30,449.09 Balance

LaGrand - Hot Lake Road
Union County
Contract No. 10002

Dear Mr. Gormsen:

Please be advised that Ash Grove Cement Company is still owed $30,449.09 for lime supplied L. T. Contractors, Inc. on the above projects. The purpose of this letter is to file our claim for the entire $30,449.09 balance owed with the Oregon Department of Transportation.

I have enclosed two executed affidavits with supporting invoices and statements. It is my understanding that under current Oregon law our deadline for filing may have been shortened to November 5, 1985 so I would appreciate the favor of a prompt phone call if you require additional information for filing our claim.

Thank you in advance for your attention to this matter. Please do not hesitate to call if you have any questions.

Sincerely,

Gary L. Church

GLC:jab
Enclosures

FEDERAL EXPRESS

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AFFIDAVIT OF CREDITOR

STATE OF KANSAS)
) SS.
COUNTY OF JOHNSON)

W. Perry Jones, Credit Manager of Ash Grove Cement Company, being duly sworn deposes and says that:

1. There is an outstanding balance due Ash Grove Cement Company (hereafter "Creditor") in the amount of $30,449.09 from L. T. Contractors, Inc. (hereafter "Contractor") for labor or materials or both furnished by Creditor and used in the construction of the Haines - Pocohontas, Baker County, Contract No. 9992 project and the LaGrand - Hot Lake, Union County, Contract No. 10002 project.
2. True and correct copies of invoices and Creditor's latest statement supporting this account are attached.
3. Creditor supplied its last labor or material to Contractor on the 8th day of July, 1985.
4. Creditor has satisfied in full all claims for labor, materials or supplies purchased for use in connection with Creditor's contract with contractor under the above described job and all charges for equipment rented except: (if none, insert "no exceptions") no exceptions.

ASH GROVE CEMENT COMPANY

By WP Jones
W. Perry Jones
Creditor Manager

STATE OF KANSAS)
) SS.
COUNTY OF JOHNSON)

On this 1st day of November, 1985, before me, the undersigned, a notary public, personally appeared W. Perry Jones, to me known to be the person described in and who executed the foregoing instrument and acknowledged that he executed the same as his free act and deed in the capacity stated, and as the free act and deed of said company.

In witness whereof, I have hereunto set my hand and affixed my official seal in my office the day and year last above written.

Nyla Adt
NOTARY PUBLIC
State of Kansas
MY APPT. EXPIRES 10-18-87

Nyla Adt
Notary Public

My commission expires:

H23

H24

STATEMENT

ASH GROVE CEMENT COMPANY

P.O. BOX 25900, OVERLAND PARK, KANSAS 66225

TO INSURE PROPER CREDIT PLEASE RETURN REMITTANCE COPY OF INVOICES WITH PAYMENT.

CUSTOMER NO	DATE
55250	09-30-85

L. T. CONTRACTORS, INC.
P.O. BOX 4448
SUN RIVER, OR 97702

WARNING: CEMENT AND LIME MAY CAUSE BURNS OR INJURY TO EYES AND SKIN. WEAR RUBBER BOOTS AND GLOVES. IN CASE OF CONTACT WITH SKIN OR EYES FLUSH THOROUGHLY WITH WATER. IF IRRITATION PERSISTS GET MEDICAL ATTENTION. KEEP OUT OF REACH OF CHILDREN.

DATE	INVOICE NO	REFERENCE NO	TRANSACTION	CHARGES/CREDITS	CASH DISCOUNT
06-30-85	3455		LIME INVOICE	17,021.49	
09-30-85	3455		CASH PAYMENT	6,459.34-	
07-31-85	4200		LIME INVOICE	19,886.94	

CURRENT	PAST DUE	TOTAL BALANCE	TOTAL CASH DISCOUNT
.00	30,449.09	30,449.09	

PLEASE REFER TO INVOICE FOR SPECIFIC TERMS OF SALE

PAC PRD 1154

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL INVOICE

ASH GROVE CEMENT COMPANY

E03

P O BOX 25900, OVERLAND PARK, KANSAS 66225

INVOICE DATE	INVOICE NO	PAGE	CUSTOMER NO	TERR	SHIPPED FROM
06/30/85	3455	1	55250-01	41	PORTLAND

SOLD TO

3 L. T. CONTRACTORS, INC.
P.O. BOX 4448
SUN RIVER, OR
97702

SHIP TO

6 L.T. CONTRACTORS, INC.
CULLEY LANE 5 MI NORTH OF
BAKER, OR
97814

TO INSURE PROPER CREDIT PLEASE RETURN REMITTANCE COPY WITH PAYMENT.

SHIP DATE	CONTROL NUMBER	CUSTOMER ORDER OR CONTRACT NO	CARRIER	PROD CODE	PRODUCT	TONS	PKGS	PRICE PER UNIT	SALES OR USE TAX	FREIGHT ADJUSTMENT	AMOUNT
0603	09801012	5598	KLIN	71	SNOWFLAKE BU	28 16		120 60			3396 10
0610	09801013	5598	KLIN	71	SNOWFLAKE BU	25 40		120 60			3063 24
0611	09801014	5598	KLIN	71	SNOWFLAKE BU	30 61		120 60			3691 57
0611	09801015	5598	KLIN	71	SNOWFLAKE BU	29 92		120 60			3608 35
0628	09801016	5598	KLIN	71	SNOWFLAKE BU	27 05		120 60			3262 23

DEDUCT DISCOUNT OF	IF PAID BY	POSITIVELY NO DISCOUNT ALLOWED THEREAFTER	TOTALS ▷	TONS	PKGS	PRICE PER UNIT	SALES OR USE TAX	FREIGHT ADJUSTMENT	AMOUNT
NONE				141 14					17021 49

TERMS: NET 15 DAYS.

WE ARE NOT RESPONSIBLE FOR LOSS, DAMAGE OR DELAYS IN TRANSIT. IF ANY LOSS OR DAMAGE, HAVE RAILROAD AGENT OR TRUCK DRIVER NOTE FACTS ON EXPENSE OR DELIVERY BILL OVER HIS SIGNATURE

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL INVOICE

ASH GROVE CEMENT COMPANY

008

P.O. BOX 25900, OVERLAND PARK, KANSAS 66225

INVOICE DATE	INVOICE NO	PAGE	CUSTOMER NO	TERR	SHIPPED FROM
07/31/85	4200	1	55250-01	41	PORTLAND

SOLD TO

B L. T. CONTRACTORS, INC.
P.O. BOX 4448
SUN RIVER, OR
97702

SHIP TO

6 L.T. CONTRACTORS, INC.
CULLEY LANE 5 MI NORTH OF
BAKER, OR
97814

TO INSURE PROPER CREDIT PLEASE RETURN REMITTANCE COPY WITH PAYMENT

SHIP DATE	CONTROL NUMBER	CUSTOMER ORDER OR CONTRACT NO	CARRIER	PROD CODE	PRODUCT	TONS	PKGS	PRICE PER UNIT	SALES OR USE TAX	FREIGHT ADJUSTMENT	AMOUNT
0702	09801017	5598	KLIN	71	SNOWFLAKE BU	30.00		120.60			3618.00
0705	09801018	5598	KLIN	71	SNOWFLAKE BU	31.17		120.60			3759.10
0708	09801019	5598	KLIN	71	SNOWFLAKE BU	30.01		120.60			3619.21
0708	09801020	5598	KLIN	71	SNOWFLAKE BU	28.61		120.60			3450.37
0708	09801023	5598	KLIN	71	SNOWFLAKE BU	18.99		120.60			2290.19
0708	09801024	5598	KLIN	71	SNOWFLAKE BU	26.12		120.60			3150.07
DEDUCT DISCOUNT OF **NONE** IF PAID BY		POSITIVELY NO DISCOUNT ALLOWED THEREAFTER			TOTALS ▷	164.90					19886.94

TERMS: NET 15 DAYS.

WE ARE NOT RESPONSIBLE FOR LOSS, DAMAGE OR DELAYS IN TRANSIT. IF ANY LOSS OR DAMAGE, HAVE RAILROAD AGENT OR TRUCK DRIVER NOTE FACTS ON EXPENSE OR DELIVERY BILL OVER HIS SIGNATURE

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7992

Report # 28

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Haines - Pocahontas Road

WEEK ENDING: Nov. 9, 1985

SECTION PREFIX: C09992

HIGHWAY: La Grande - Baker

COUNTY: Baker

NAME OF JOB: Haines-Pocahontas

KIND OF WORK: Paving

CONTRACTOR: L. T. Contractors, Inc.

CONTRACT NUMBER: 9992

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 3, 1985

DATE WORK STARTED: April 29, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 31, 1985

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 657,487.34

EXCLUSIVE OF ENGINEERING: $ 605,351.78

ENGINEERING AUTHORIZATION: $ 52,135.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 616,800.56

34.00

ENGINEERING COST TO DATE: $ 50,026.38

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT: [redacted] UNDERRUN . . . . 2 %

PERCENT OF AUTHORIZATION . . . . . . 96 %

DATE PROJECT WAS COMPLETED: 8-19-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	0	0	0	0	9.2
MILES PARTIALLY COMPLETED	2					0
MILES COMPLETED	3					9.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4					16,000Tn
TOTAL QUANTITIES CORRECTED TO DATE	5					14,498Tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6					14,498Tn
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project complete.

The semi-final will be submitted to Region next week.

Final Report

SIGNED Ed Neilsen LOCATION La Grande

Ed Neilsen, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

1985 S.Fork Coquille R.-Railroad 9993
Ave. Sec, of Powers Highway @ Powers.
(paving)

9993

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
9993

TO: Robert Gormsen
Manager, Commission Services

DATE: April 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract:	9993
On Site Work Substantially Completed:	August 26, 1985
All Work Completed:	January 27, 1986
Project:	S. Fork Coquille River - Railroad Ave.
Highway:	Powers
County:	Coos
Type of Work:	Paving
Contractor:	Roseburg Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

5-5-86 - Surety letter written.

RECEIVED
APR 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9993

N

May 5, 1986

CON 5 - #9993

Fidelity and Deposit Company of Maryland
P.O. Box 489
Portland, OR 97207

Contract No. 9993 awarded to Roseburg Paving Co. for work on the South Fork Coquille River-Railroad Avenue Section of the Powers Highway in Coos County was completed on January 27, 1986, and accepted by the State Highway Division on April 24, 1986.

Final payment in the amount of $3,578.40 will be released to the contractor after May 12, 1986. The total contract amount is $147,518.71 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: **Roseburg Paving Co.**
P.O. Box 1427
Roseburg, OR 97470

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

9993 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION S.FORK COQ. RIVER - RAILROAD AVE.	WEEK ENDING Oct. 5, 1985
		SECTION PREFIX C09993
	HIGHWAY POWERS	COUNTY COOS
NAME OF JOB S.FORK COQ. RIVER-RAILROAD AVE.	KIND OF WORK PAVING	
CONTRACTOR ROSEBURG PAVING CO.	CONTRACT NUMBER 9993	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT APRIL 3, 1985	DATE WORK STARTED AUGUST 19, 1985	ESTIMATED COMPLETION DATE AUGUST 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 174,120.35	SPECIFIED COMPLETION DATE AUGUST 31, 1985	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 160,313.45	ENGINEERING AUTHORIZATION $ 13,806.90 THIS WEEK 0.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 149,250.07	ENGINEERING COST TO DATE $ 13,347.18	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: XXXX ~~OVERRUN~~ UNDERRUN 7 %	PERCENT OF AUTHORIZATION 97 %	DATE PROJECT WAS COMPLETED AUGUST 26, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	100	0	0	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					1.9
MILES PARTIALLY COMPLETED					0.0
MILES COMPLETED					0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)					3400 TN
TOTAL QUANTITIES CORRECTED TO DATE					3334 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					3334
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
29 SUNDAY				
30 MONDAY				
1 TUESDAY				
2 WEDNESDAY				
3 THURSDAY				
4 FRIDAY				
5 SATURDAY				

CONTR. NO: 9993

DATE: SEPT. 28, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

29 SUNDAY	NO ACTIVITY.
30 MONDAY	NO ACTIVITY.
1 TUESDAY	NO ACTIVITY.
2 WEDNESDAY	NO ACTIVITY.
3 THURSDAY	NO ACTIVITY.
4 FRIDAY	NO ACTIVITY.
5 SATURDAY	NO ACTIVITY

REMARKS

PROJECT COMPLETED AUGUST 26, 1985.

NEXT WEEK: ANTICIPATE SUBMITTING SEMI FINAL TO REGION.

SIGNED F.D. MORRISON, PROJ. MGR. LOCATION COQUILLE, OR

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1985 Granite Cr.(4th & 5th Xings) 9994
Culverts & Long Cr.Br.Secs, Plendleton-
John Day Hwy. N. Long Cr.(gr,pav,strs.)

September 8, 1986

CON 5 - #9994

Tromp & McKinley
P.O. Box 1357
Eugene, OR 97440

Attention: Patricia E. Cellers

On September 2, 1986, we wrote to you concerning release of final payment on Contract No. 9994 awarded to Douglas S. Coats, Inc. for work on the Granite Creek (4th and 5th Crossings) Culverts and Long Creek Bridge Sections of the Pendleton-John Day Highway in Grant County.

Final payment on this contract is $3,610.69 and the total contract amount is $390,789.63. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: Douglas S. Coats, Inc.
P.O. Box 311
Bend, OR 97709

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C.O. Fredrickson
Walt Hart
Robert D. Hector

9994

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
9994

TO: Commission Services

DATE: August 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9994, On Site Work Substantially Completed November 9, 1985

All Work Completed April 14, 1986

Project Granite Cr. (4th & 5th Xings) Culverts & Long Cr. Br.

Highway Pendleton-John Day

County Grant

Type of Work Grading, Paving and Structures

Contractor Douglas S. Coats, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-2-86 - Surety letter written.

RECEIVED
AUG 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-30(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Grant

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40138

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -3 '86
REFER TO
Potter
FOR
Info

7. DATE AUTHORIZATION EFFECTIVE November 13, 1985

8. FEDERAL ROUTE NUMBER Primary 30

9. STATE ROUTE NUMBER Primary 28

10. GENERAL LOCATION:

Granite Creek (4th & 5th X'ings) at Long Creek Bridge
(Br #01919-028-07644; 01918-028-07661 and 01809-028-18918)

11. GENERAL DESCRIPTION OF WORK

Remove Temporary Striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/13/85 as requested in Mr. Fredrickson's letter of 5/16/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $1,600;
Federal Funds $1,410.

14. DATE 6/2/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9994

N

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

FINAL REPORT

WEEK ENDING: April 26, 1986

PROJECT NAME (SECTION): Granite Cr. & Long Cr. Brs.

CONTRACT NO: 09994

HIGHWAY: Pendleton-John Day

COUNTY: Grant

F.A. PROJECT NO: BRF-30(7)

CONTRACTOR: Douglas S. Coats, Inc.

KIND OF WORK: Grading, paving, structure

DATE OF AWARD: April 4, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 449,604.03

ESTIMATED PROJECT COST $ 437,691.08

ESTIMATED PERCENT OVERRUN/UNDERRUN 2.6 %

ENGINEERING

AUTHORIZATION $ 35,651.42

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 44,352.47

PERCENT OF AUTHORIZATION 124 %

FIRST NOTIFICATION DATE: May 15, 1985

ESTIMATED DATE OF COMPLETION, OR: March 5, 1986

SECOND NOTIFICATION DATE AND: Nov. 18, 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE: April 25, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 99 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
CWD	10-23-85			207	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES					1918A	
EST. CORRECTED QUANTITIES					1919A	
EST. PERFORMED TO DATE					1809A	
PERCENT PERFORMED TO DATE	100	100	100		100	

ACTIVITIES THIS WEEK:

No activity.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

None-project completed.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Semi-final reports and records submitted to Region office 4-24-86.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Ronald Reisdorf

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

January 13, 1986

CON 5

Douglas S. Coats, Inc.
P.O. Box 311
Bend, Oregon 97709

Time Extension Request
Granite Creek (4th & 5th X'ings) and
Long Creek Bridge
Contact No. 9994

Your request for additional contract time in which to complete the above project has been carefully reviewed and cannot be considered.

The provisions of Subsection 108.08(c) of the Standard Specifications require that written protest of contract time charges be filed within 20 days after the delivery of the Weekly Statement of Contract Charges. Failure to do so constitutes approval by the contractor.

The provisions of Subsection 108.09 of the Standard Specifications states that the engineer will rule out and not consider requests for adjustments of contract time which are based upon causes not filed or submitted in accordance with Subsection 108.08.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc C. O. Fredrickson
R. D. Hector w/att.
Ed Neilsen w/att.

R

Form 734-3123

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. Fredrickson
Construction Engineer

DATE: December 27, 1985

Attn: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Time Extension Request
Granite Creek (4th & 5th X'ings) and
Long Creek Bridge Section
Grant County, Contract 9994

Attached is a request by the contractor for a fifteen day extension of contract time. Also attached is a copy of the Project Manager's analysis and recommendation.

I concur with Ed Neilsen's recommendation that the contractor be granted seven additional calendar days. Copies of weekly reports showing ongoing activities confirms that the contractor was delayed two days at most due to delays related to discovery of the skeleton.

Copies of the activity reports indicate removal of the 4th and 5th X'ing detours required four days (Oct. 29 through Nov. 1). This confirms Ed's analysis that delay of the 4th X'ing detour removal caused a delay in transferring traffic to the new structures by no more than two days.

There was no work available to the fencing subcontractor on Oct. 28 due to the detour removal delay. The subcontractor, therefore, went to another project and returned on November 7. Except for miscellaneous cleanup, this was the only work performed until time charges ceased on November 9. These three days should be allowed as additional time.

These delays total seven days, the same as recommended by the Project Manager.

1-6-86
W.E. Schwartz —
I do not concur with Region and Proj. Mgr.
Contractor did not protest time charges as required.
O.B. Jackmond

Warren
Warren Richards
Region Construction Engineer

WR/lm

Attachment

cc: Ed Neilsen

CE__ CAE__ RECEIVED LS____TC____
SA____CC____
COE____ OM____
FE____CP____
OE ____________
[illegible]
FQC____________
CA____________
CONSTRUCTION
SECTION
QCS____________
CAM ____________
FILE.____________
EEO ____________

11-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

02-8036 DEPT. 963-3915 TELEPHONE

TO: R.D. Hector
Region Engineer

DATE: December 18, 1985

SUBJECT: Granite Ck (4th & 5th Xings) &
Long Creek Bridge
Pendleton - John Day Highway
Contract No. 9994

I have reviewed the request for an extension of time received from Douglas S. Coats, Inc., contractor on the above project, and would offer the following comments.

Part one of his letter requests a five day extension due to a skeleton which was found at 4th Crossing.

Work at 4th Crossing was shut down early Friday, June 28, 1985, when a skeleton was found where guard rail was to be installed. This portion of the project was shut down until late Tuesday, July 1, 1985, when the archeologists gave this office the ok to resume work. However, the contractor moved to 5th Crossing (500 feet away) on Monday, July 1, 1985, and worked there thru Wednesday.

I have calculated a total of two days lost time One day has been allowed for Friday, June 28, 1985, and 1/2 day each for a move-out and move back. The reason for the half day is due to the close proximity of other work. It should be noted that the contractor was not working weekends at this time

Part two of his letter asks for 10 days due to our denial of his request to open 4th Crossing on October 26, 1985.

This office requested that the contractor not open one Granite Creek crossing until the second one was ready. This would allow both to be opened together and would eliminate a major temporary sign alteration due to the close proximity of one site to the other. It would also protect the traveling public and avoid any confusion as to detours.

After reviewing the available data, it appears to me that 5 days could be allowed for this portion of the request. Two days would be given for October 26 and 27 and three days for November 7th through 9th when the fence company arrived at the job and completed their portion of the work. Up until November 6, 1985, the contractor had not completed the detour removal work.

In summation, it appears that the contractor is entitled to two days under Part one and five days under Part two for a total of seven days of time extension.

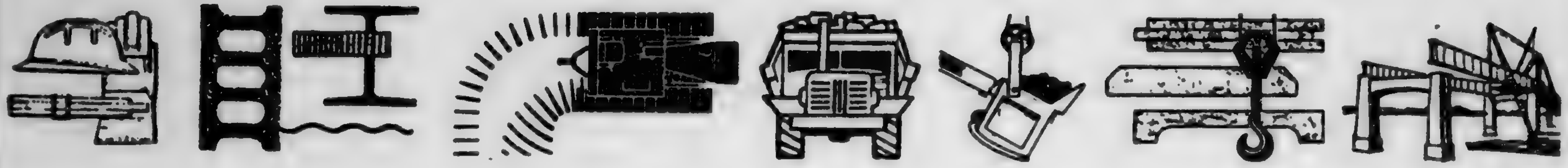
Sincerely,

EMNeilsen
E.M. Neilsen
Project Manager

EMN/ds

cc: File

BRIDGES STREETS & ROADS STEEL STRUCTURES



DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

December 5, 1985

Ed Neilsen, Project Manager
Rt 3 Box 3575
La Grande, Oregon 97850

Re; Granite & Long Creek Bridge Contract #9994

Dear Ed:

This letter is a request for an extension on time for the above mentioned project for the following reasons:

In digging for the detour at the start of the job a skeleton was uncovered. We were shut down on Friday until late the following Monday, when we received a resume work order. WE ARE REQUESTING A 5 DAY EXTENSION TO ALLOW FOR MOVING IN AND OUT OF THE AREA<

On October 25, 1985, we were advised by the State inspector that we could not start removing one of the detours at Granite Creek until all of the paving on the other road section was completed.

I had planned to remove the one detour during the weekend and bring in the fence subcontractor the following Monday. Due to the delay the fence subcontractor went on to a State Highway jobin Jordan valley.

PROJECT MANAGER
RECEIVED
DEC 16 1985
Noted
PM Ed
APM
PM
APM
CS

cc: L. W. Rulien
US Department of Transportation
Federal Highway Administration

INSPECTION REPORT STATE COPY

RECEIVED
STATE HWY ENGR
DEC 6 '85
REFER TO Fredrickson
FOR
R/D D/R Sign Act File

Cg 12/19

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION Semi ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

11-19-85

REGION NO. 10	REPORT NO. 1	COUNTY Grant	DIVISION Oregon

IN COMPANY WITH
Ed Neilsen, Project Manager, OSHD

DATE OF INSPECTION 11-19-85	INSPECTION MADE BY David B. Carter, FHWA Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. BRF-30(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 109 %	WORK COMPLETED 97%

NOTED
W F SCHWARTZ

GRANITE CREEK (4th & 5th X'INGS) CULVERTS and LONG CREEK BRIDGE SECTIONS
Pendleton – John Day Highway
Grading, Paving, and Structures

This project provides for the replacement of the existing structures on Granite Creek with culverts and the replacement of the existing structure over Long Creek with a single span prestressed concrete structure.

This project is now complete except for the following:

4th & 5th X'ings – Granite Creek

Some fencing items will have to be redone. This includes posts which were notched out instead of drilling and pinning as shown in the plans. The notched areas expose the untreated wood and also reduces the post size at the notch point. Final striping of the completed work remains to be done. The temporary detour striping has been partially obliterated. Any further striping work will depend on the weather.

Long Creek

Some concrete finishing, fencing,and general cleanup remain to complete the work at this site. Final pavement striping also remains to be done.

The project progress of the work was listed as unsatisfactory as the elapsed time exceeds the contract time of 190 calendar days. An apparent Indian grave site at one of the structures may have had an effect on the project time. The final cost of the project should underrun the project authorization by approximately 5 percent.

###########

Form FHWA-1446A
(Rev. 2-84)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: MEMO TO THE FILE

DATE: July 1, 1985

FROM: Cam Gilmour, Manager Cam
Environmental Section

SUBJECT: Granite Creek - Long Creek Section
Pendleton - John Day Highway
Grant County

On Friday, June 28, 1985, I was informed by Duane Berg that skeletal remains had been encountered by the contractor on this construction project during post-hole digging being done for guardrail placement. Duane informed me that all work had stopped in the area, that the State Police had been contacted, had arrived, removed the skeletal remains, and that it appeared the remains might be recent. The remains were encountered in the vicinity of Mile Post 76.44.

I informed Duane that all work in the area of the discovery would have to be put on hold until an archeologist could come out and survey the situation. I contacted Le Gilsen of the State Historic Preservation Office who informed me that I should contact our archeologist, Richard Pettigrew, for the site inspection. I contacted Dr. Pettigrew, who immediately began to make arrangements to have someone go out at the earliest possible time for the inspection. He thought this would occur early this week.

Dr. Pettigrew will contact the State Police and the appropriate tribal council as soon as more details are assembled. All work in the area of the discovery must be put on hold until the archeologist's recommendations are received and acted on. I will keep the appropriate parties informed of any developments.

CG:leb

cc: E. S. Hunter
Bob Hector
Ed Neilsen
Le Gilsen
Richard Pettigrew
Pieter Dykman

RECEIVED
STATE HWY ENGR
JUL 3 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

April 30, 1985

Douglas S. Coats, Inc.
P. O. Box 311
Bend, OR 97709

CON 5
#9994

Gentlemen or Ladies:

We enclose for your files a fuly executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9994 for work on the Granite Creek (4th and 5th Xings) Culverts and Long Creek Bridge Sections of the Pendleton-John Day Highway in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Tromp and McKinley Insurance, Inc.
P. O. Box 1357
Eugene, Or 97440

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Tom Penner

BRIDGES STREETS & ROADS STEEL STRUCTURES

DOUGLAS S. COATS, INC.
P.O. BOX 311 • BEND, OREGON 97709 • (503) 382-7330

April 1, 1985

Office of Commission Services
Oregon State Highway Division
Transportation Building
Salem, Oregon 97310

Re: Granite Creek (4th & 5th Xings) Culverts
and Long Creek Bridge

Gentlemen:

The minority sub-contractor we propose to use for the above project is E M W Construction Co of Bend, Oregon

Bid Items as Follows:

34.	Reinforcement in Collars & Footings .60 lb	720.00
35.	Structural Plate Arch $120.00	7,920.00
38.	Concrete in Collars & Footing $270.00	8,100.00
39.	Reinforcements in Collars & Footing .60 Lb.	720.00
40.	Structural Plate Arch $120.00	8,880.00
		26,140.00

The WBE sub-contract we propose to use for the above project is E M W Construction Co of Bend, Oregon

Bid Item #33. Concrete in Collars & Footing $275.00 CY 6,875.00

Sincerely,

DOUGLAS S COATS INC

Douglas S Coats
President

RECEIVED
APR - 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc L. Ellis

STATE COPY

TO BE COMPLETED BY FHWA 4-175	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Grant PROJECT NO. BRF-30(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Granite Creek (4th & 5th X'ings) Culverts & Long Creek Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-15-85	0.01
OTHER *(Specify)*		

FUNDS Pro-rata 80%

ESTIMATED TOTAL COST OF PROJECT $ 447,334.00	FEDERAL FUNDS $ 357,867.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator APR 15 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   APRIL 9, 1985

FEDERAL AID PROJECT NO. BRF-30(7)

GRANITE CR. (4TH & 5TH X'INGS) CULVERTS & LONG CR. BRIDGE SECTIONS
PENDLETON-JOHN DAY HIGHWAY
GRANT COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y007
GRANITE CR. CULVERTS (4TH & 5TH X'INGS)(Sta. 45+15 to Sta. 49+00 and Sta. 36+75 to Sta. 40+00)

Mobilization	Lump Sum	(42%)	Lump Sum	$ 12,600.00
Temporary Protection and Direction of Traffic	Lump Sum	(63%)	Lump Sum	315.00
Temporary Signs	Sq. Ft.	600	9.00	5,400.00
Temporary Barricades	Each	8	75.00	600.00
Temporary Concrete Barriers	Lin. Ft.	150	15.00	2,250.00
Temporary Guard Rail, Type 2A Reflectorized	Lin. Ft.	650	8.00	5,200.00
Temporary Plastic Safety Markers	Each	40	30.00	1,200.00
Temporary Delineators	Each	48	10.00	480.00
Flaggers	Hour	150	10.00	1,500.00

ROADWORK

Removal of Structures and Obstructions	Lump Sum	(65%)	Lump Sum	325.00
General Excavation	Cu. Yd.	5,355	4.00	21,420.00
Stone Embankment	Cu. Yd.	549	0.10	54.90
1"-0 Aggregate Base	Ton	2,514	12.50	31,425.00
Class "C" Asphalt Concrete	Ton	582	50.00	29,100.00
Temporary Drainage Structure	Lump Sum	(25%)	Lump Sum	8,750.00
Guard Rail, Type 2A	Lin. Ft.	400	9.00	3,600.00
Guard Rail Anchors, Type 1	Each	8	300.00	2,400.00
Rail End Pieces, Type C	Each	8	60.00	480.00
Type 1 Fence	Lin. Ft.	750	1.50	1,125.00
Type 2 Fence	Lin. Ft.	820	2.00	1,640.00
Extra for Asphalt Approaches	Each	8	50.00	400.00
Loose Riprap, Class 200	Cu. Yd.	270	12.00	3,240.00
Delineators, Type 2	Each	8	20.00	160.00

STRUCTURES (4th X'ing (Sta. 45+15 to Sta. 49+00   385')
BRIDGE NO. 1919A

Bridge Removal Work	Lump Sum	All	Lump Sum	6,000.00
Structure Excavation	Cu. Yd.	70	9.00	630.00
Special Footing Backfill	Cu. Yd.	22	20.00	440.00
Concrete in Collars and Footings	Cu. Yd.	25	310.00	7,750.00
Reinforcement in Collars and Footings	Lb.	1,200	0.50	600.00

13' x 6'-9" Structural Plate Arch	Lin. Ft.	66	120.00	7,920.00

BRIDGE NO. 1918A (5th X'ing (Sta. 36+75 to Sta. 10+00 325')

Bridge Removal Work	Lump Sum	All	Lump Sum	6,000.00
Structure Excavation	Cu. Yd.	215	10.00	2,150.00
Concrete in Collars and Footings	Cu. Yd.	30	310.00	9,300.00
Reinforcement in Collars and Footings	Lb.	1,200	0.50	600.00
13' x 6'-9" Structural Plate Arch	Lin. Ft.	74	120.00	8,880.00
				$183,934.90

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required (62%)	$ 2,480.00
	SUBTOTAL	$186,414.90
	Engineering	25,166.10
	TOTAL	$211,581.00

TYPE CODE X080

LONG CR. BRIDGE (Sta. #1809A)(Sta. 63+27 to Sta. 63+95) 430'

Mobilization	Lump Sum	(58%)	Lump Sum	$ 17,400.00
Temporary Protection and Direction of Traffic	Lump Sum	(37%)	Lump Sum	185.00
Temporary Signs	Sq. Ft.	300	9.00	2,700.00
Temporary Barricades	Each	4	75.00	300.00
Temporary Concrete Barriers	Lin. Ft.	75	15.00	1,125.00
Temporary Guard Rail, Type 2A Reflectorized	Lin. Ft.	700	8.00	5,600.00
Temporary Plastic Safety Markers	Each	24	30.00	720.00
Temporary Delineators	Each	4	10.00	40.00
Flaggers	Hour	200	10.00	2,000.00

ROADWORK

Removal of Structures and Obstructions	Lump Sum	(35%)	Lump Sum	175.00
Toe Trench Excavation	Cu. Yd.	156	9.00	1,404.00
Embankment in Place	Cu. Yd.	1,992	0.10	199.20
Stone Embankment	Cu. Yd.	678	0.10	67.80
Removal of Detour	Cu. Yd.	2,330	0.10	233.00
1"-0 Aggregate Base	Ton	1,276	12.50	15,950.00
Class "C" Asphalt Concrete	Ton	298	50.00	14,900.00
Temporary Drainage Structure	Lump Sum	(75%)	Lump Sum	26,250.00
Guard Rail, Type 2A	Lin. Ft.	150	9.00	1,350.00
Guard Rail, Type 3	Lin. Ft.	100	18.00	1,800.00
Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
Rail End Pieces, Type C	Each	4	60.00	240.00
Type 1 Fence	Lin. Ft.	840	1.50	1,260.00

Extra for Asphalt Approaches	Each	4	50.00	200.00
Loose Raiprap, Class 700	Cu. Yd.	215	12.00	2,580.00
Filter Blanket	Cu. Yd.	15	20.00	300.00
Delineators, Type 2	Each	4	20.00	80.00
Bridge Removal Work	Lump Sum	All	Lump Sum	6,000.00
Shoring and Cribbing	Lump Sum	All	Lump Sum	3,500.00
Structure Excavation	Cu. Yd.	235	2.00	470.00
Structure Excavation Below Elevations Shown	Cu. Yd.	24	20.00	480.00
Special Wall Backfill	Cu. Yd.	141	12.00	1,692.00
Structural Concrete, Class 3300 (103 CY @ $270)	Lump Sum	All	Lump Sum	32,000.00
Reinforcement (13,100 # @ $.50)	Lump Sum	All	Lump Sum	6,000.00
4' x 65'/70' Prestressed Slabs	Each	8	5,000.00	40,000.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	153	62.00	9,486.00
Two Tube Steel Railing	Lin. Ft.	128	35.00	4,480.00
Membrane Waterproofing	Sq. Yd.	255	15.00	3,825.00
				$206,192.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required (38%)	$ 1,520.00
	SUBTOTAL	$207,712.00
	Engineering	28,041.00
	TOTAL	$235,753.00

Length of Structures (1) --------------------- 0.013 mile

SUMMARY OF FUNDS (80%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Culverts	$211,581.00	$169,265.00	$42,316.00
Structure	235,753.00	188,602.00	47,151.00
	$447,334.00	$357,867.00	$89,467.00

Group 1: 100%
Contract No. 9994
Prefix: 12-1931, 12-1932 & 12-1933 P.E.
Prefix: 12-1063

Appn Code 118

DDB:pf/me

C 19

Con 19-4
Granite Cr.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-30(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Grant
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 40138
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/6/85
8. FEDERAL ROUTE NUMBER Primary 30
9. STATE ROUTE NUMBER Primary 28

10. GENERAL LOCATION:
Granite Creek (4th & 5th X'ings) & Long Creek Bridge
(Br #01919-028-07644; 01918-028-07661 & 01809-028-08918)

11. GENERAL DESCRIPTION OF WORK

Grading, Paving, Culverts and Structures

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 2/21/85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your estimate as being cost effective.

Mr. Potter's 3/4/85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $479,530; Federal Funds $383,623.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
MAR 8 '85
Orig to
REFER TO Potter
3/8
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 3/6/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

7771 N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

cc Dale Wilken
D. O. Christensen
W. J. Hart
C. M. Gilmour
D. E. Keyes w/att

In Reply Refer to File No.:

DATE: January 14, 1985

TO: Corps of Engineers
Fish and Wildlife Service
National Marine Fisheries Service
Environmental Protection Agency
Oregon State Department of Environmental Quality
Oregon State Division of State Lands

Bob Pool

FROM: Bob Pool, P.E., P.L.S.
Location Engineer

SUBJECT: General Permit for Fills in Navigable Waters

Section: Long Creek Bridge
Highway: Pendleton-John Day
County: Grant

RECEIVED
JAN 16 1985
ROAD DESIGN SECTION

RDE
FDE
6 LE
SE
FPC
FDE
LFE
GTE
BPO
FDd
CA
Copy All
Return To
B/U / /

This letter, with the enclosed document and plan sheets, serves as the advance notice required under Special Condition 'm' of the Department of the Army Permit referred to in Public Notice 071-OYA-4-003272 pursuant to Section 404 of the Clean Water Act of 1977 (P.L. 95-217).

Information for this project was circulated April 6, 1984; however, at that time, plan sheets were not available.

The project consists of removing the existing bridge and replacing it with a single span structure supported at each end by concrete abutment wall. Wing wall will be constructed at each end. Approximately 230 cubic yards of riprap and filter blanket material will be placed on the slopes under the new bridge to prevent erosion.

A detour will have to be constructed to carry traffic through the work area during the construction. The temporary structure to carry water through detour will have an end area of 78.5 square feet. Approximately 1000 cubic yards of clean granular material will be used in the water to build the detour. Any additional material needed will be common material.

When no longer needed, the detour will be removed and all new graded slopes will be seeded and mulched.

If additional information is needed, please contact Donald E. Keyes, Location Unit, Room 211 Transportation Building, Salem OR 97310, telephone 378-6265.

Enclosure

Form 734-3122

Con [illegible]
Granite

RECEIVED
STATE HWY ENGR
JAN 14 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

January 10, 1985

DES 23
1919A
1918A

NOTED
E. S. HUNTER
H

Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

Granite Creek (4th Crossing) Culvert
Granite Creek (5th Crossing) Culvert
Pendleton-John Day Highway
Grant County
BRS 1919A, 1918A

Enclosed are two reduced prints of Drawings 40285 through 40288 which are the detail drawings for this project. Also enclosed are two copies of the hydraulic report and the foundation data sheets. We do not anticipate preparing a foundation report at this time.

The alignment and roadway width are in accordance with the standards governing this project. We have studied three alternate type structures for these locations as outlined below:

Fourth Crossing

1. 20 feet Prestressed Slab Bridge	$78,000
2. 13'-3"x9'-4" Pipe Arch Culvert	64,000
3. 13'-0"x6'-9" Plate Arch Culvert	53,000

Fifth Crossing

1. 29 feet Prestressed Slab Bridge	$79,000
2. 13'-3"x9'-4" Pipe Arch Culvert	67,000
3. 13'-0"x6'-9" Plate Arch Culvert	57,000

The cost estimates for these alternates were based on estimated quantity of materials including an allowance for engineering and contingencies. We are proposing the use of the 13'-0"x6'-9" Plate Arch Culvert due to the lower cost and the reduced impact on the existing streambed. The pipe arch required considerable channel work in order to countersink the culvert and achieve the necessary head room, as well as special bedding material and riprap inside the pipe.

Both structures require detours which will be embankment type and will be constructed west of the existing structures. A 4-foot diameter pipe will be placed in the channel bottom to accommodate the low flow expected during the construction season.

We plan to call for bids on this project on March 21, 1985. Please return one set of prints by January 30 with your approval or comments.

TJS:jrb

Enclosures

cc: ✓E. S. Hunter
G. A. Potter
R. D. Hector, Region 5 Engineer /w/ 2
Cam Gilmour /w/ 1
Specifications /w/ 1 + estimate sheet (unchecked) and designers notes
Construction /w/ 1
Maintenance /w/ 1
Utilities /w/ 1
Road Design /w/ 1
Bobby Johnson, Project Manager /w/ 1
J. E. Backstrand

Noted
T. Shike

NOTED
W.J. HART

7774 CON 5 17-1

Long
ri.

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Rick Kuehn
Final Design Engineer

DATE: December 24, 1984

FROM: Kerry Dayton
Design Supervisor

SUBJECT: Long Creek Bridge
John Day Highway
Grant County

The detour alignment was designed on a 35 mph speed, 20 mph below the posted speed. A re-negotiated R/W Permit of Entry was underway at the same time that Don Adam's November 5, 1984 letter regarding speed reductions for detours was published. The 35 mph design being 20 mph below the posted speed is in excess of the recommended guidelines.

A scheduled March 28, 1985 letting, a conflict in adjusting three water lines and shut off valves for private residences, and a request from R/W to not return to the property owner a third time, has prompted us to leave the alignment as designed.

Your concurrence is requested.

KJD:bn

cc: K. Fry

RECEIVED
DEC 27 1984
ROAD DESIGN SECTION

—— Versteeg ——
—— Anderson ——
—— Adams ——
—— Macnab ——
—— Edwards ——
2 Pool
—— Trout ——
—— Waheriig ——

1 Duane
Do Not File ☐
Return to ——
Bring Up ——/——/——
Action ——

81-125-1387

9994

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
1809A

October 4, 1984

RECEIVED
STAT HWY ENGR
OCT 4'84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

GINAL SIG
LD E. BACKS

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Long Creek Bridge
Pendleton-John Day Highway
Grant County
BR 1809A

Enclosed are two reduced prints of Drawings 39888 and 39515 which are the preliminary plan and elevation and vicinity map for this bridge. Also enclosed are two copies of the foundation and hydraulics reports.

The alignment and roadway width are in accordance with the standards governing the project. The recommended waterway opening has been provided. A two-lane detour will be built downstream on a fill over four 5-foot diameter CMPs.

Three alternate preliminary designs were evaluated. A single span of 87 feet with precast, prestressed box beams supported on spread footings in fills was estimated to cost $162,200. A three-span arrangement of 29-foot end spans and 41-foot center span with 15-inch deep precast, prestressed slabs was priced at a total cost of $170,900. The selected alternate is a 68-foot slab span on vertical abutments. The estimated cost of this bridge, including an allowance for engineering and contingencies of 20 percent, is $139,600.

We request your approval of our preliminary plans.

OMP:jrb
Enclosures
cc: ✓ E. S. Hunter
Gary Potter
Don Adams /w/ 1
R. D. Hector /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

Form 734-3122

7114
SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-30(5) Granit

2. STATE PROJECT NO. See below

2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40138

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8-23-84

8. FEDERAL ROUTE NUMBER Primary 30

9. STATE ROUTE NUMBER Primary 38

10. GENERAL LOCATION:
Granite (4th & 5th x'ing) & Long Creek Bridge Section
(01919-028-07644; 01918-028-07661 and 01809-028-08918)

11. GENERAL DESCRIPTION OF WORK
Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 8-16-84 the program change to include in the Character of proposed work "Righ-of-Way Acquisition" is approved.

Also, as requested, you are authorized to proceed with the acquisition of files 54023, 54036 and 54042 as shown on R/W Maps 10C-52-13, 10C-52-14 and 10C-52-18 at a TEC of $3,100 - Federal Funds $2,480.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 30 '84
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 30 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Orig. K
9/4

14. DATE 8/29/84

15. SIGNATURE OF APPROVING OFFICIAL John D. Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 16, 1984

In Reply Refer to
File No
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Item No. 40138
Project No. BRF-30(5)
Granite (4th & 5th Xing) & Long Creek Bridge Section
Pendleton-John Day Highway
Grant County

I request your approval of a program change on the subject project to include in the character of proposed work "Right of Way Acquisition", at an estimated total cost of $3,100.00 with Federal funds of $2,480.00. The right of way to be acquired consists of a temporary easement for detour, a permanent easement for a channel change, and a right of entry and does not involve any relocation assistance.

I further request authorization to proceed with the actual acquisition of the property interests as outlined in red on the enclosed copy of maps 10C-52-13, 10C-52-14, and 10C-52-18.

RDS:pf
Enclosure

cc: J. B. Boyd
D. Aman
General Files

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: August 13, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Granite Cr. (4th Xing) Br.
Section
Pendleton-John Day Highway
Grant County
Project #BRF-30(5)

We have received one file on the above HBR project that is scheduled for a 28 Mar. '85 letting. The acquisition of this right-of-way is estimated at $850 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers file 54023 as shown on map 10C-52-13.

DA:jh
attach.

PROGRAM SECTION
AUG 14 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circle one R/D D/R
Act Disc Info File

9994

PRO 6

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: August 13, 1984

FROM: Donald C Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Long Creek Br. Section
Pendleton-John Day Highway
Grant County
Project #BRF-30(5)

We have received one file on the above HBR project that is scheduled for a 28 Mar. '85 letting. The acquisition of this right-of-way is estimated at $1,000 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

The above estimate covers file 54036 as shown on map 10C-52-18.

DA:jh
attach.

PROGRAM SECTION
AUG 14 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/R
Act Disc Info File

81-125-1307

Contains Recycled Materials

9994

28
CON 19-1
Long Cr.
1

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

July 25, 1984

J. H. Versteeg
Road Design Engineer

File 54036
Long Creek Bridge Section
Pendleton-John Day Highway
Grant County

Attached is an authorization, deed and prints of the Exhibit Map for the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

9774

28

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

July 24, 1984

J. H. Versteeg
Road Design Engineer

File 54042
Granite Creek (5th Xing) Culvert Section
Pendleton-John Day Highway
Grant County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPF /AL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BRF-30(5) CON 19-1

2. STATE PROJECT NO. See below Granite

2A. COUNTY NAME Grant

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40138

2-7-84

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/7/84

8. FEDERAL ROUTE NUMBER Primary 30

9. STATE ROUTE NUMBER Primary 38

10. GENERAL LOCATION:
Granite (4th St. & 5th St X'ings) and Long Creek Br. Sections

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility preparatory work
TEC $74,000
F.F. $59,360
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/1/84.

(Granite Creek (4th St. X'ing) Br #1919
(Granite Creek (5th St. X'ing) Br #1918
(Long Creek Bridge #1809)

RECEIVED
STATE HWY ENGR
FEB 8 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 2/7/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 19-11
Granite Cr.

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. P	ROUTE NO. STATE
US 395, 12.5 mi. S of Umatilla Co. Ln., S 12.7 mi. "Granite (4th & 5th Xing) & Long Cr Br. Sec."	118	40138	BRF-30(5)	30	28

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 80'

Water Development None Recreation & Historical Areas None

County Grant Code 023

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ____

Dist. 12 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 12/16/83 each

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2.

(2) Br. Nos. 1919, 1918 & 1809 SR 44.0, 48.2 & 45.2 respectively.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 74,200
80%	FF	$ 59,360
	STATE	$ 14,840
	___	$

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:
Attached is a copy of parts 1, 2 & 4 of Project Prospectus for each bridge.

JLG:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
2-1-84	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

XC: GENERAL FILES

1774

~~[illegible]~~
#28

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Grant Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# CON 17-1

SECTION Long Creek Bridge #1809

REGION 5

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 012-1430

DATE 1-25-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		600	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		600	932 RAILROAD & UTILITIES					

TOTALS	$	$ 17,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This prefix will provide funds for the investigation of the replacement of the structure until HBR funds can be programed.

1 Versteeg ✓
Anderson
(cy Adams to Bud)
(cy Macnab)
2 ~~Stoudemeyer~~ Edwards E
Turpin
3 Trout
(cy Wakerlig)

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Ronald T. Noble	DATE 1-25-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED REGION ENGINEER X	DATE	APPROVED, ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

LCB0034

SEE INSTRUCTIONS ON REVERSE

KEY ID #	01266
REGION	5

SECTION: Long Creek Bridge (#1809)

STATE HIGHWAY #: 28

HIGHWAY NAME: Pendleton-John Day

MILE POST FROM 80.13 TO

LENGTH:

☐ URBAN
☒ RURAL

CITY:

COUNTY: Grant

ROAD/STREET NAME:

ROUTE #: US 395

FEDERAL AID #: FAP 30

APPLICANT (IF OTHER THAN STATE):

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 1-11-83 ~~20~~ 30
RIGHT OF WAY		$
ROADWAY	$ 25	
STRUCTURES	$ 160	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 10	
	$	
40% ENGINEERING & CONTINGENCIES	$ 78 ~~64~~	
TOTAL CONSTRUCTION		$ 273 ~~234~~
TOTAL ESTIMATE		$ 303 ~~254~~

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	3/85	HBR	1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	450	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This structure has deteriorated requiring temporary repairs to keep it in service. Current sufficiency rating is 45.2.

82 x 32

NOTED
D. E. SHAFFER

PROPOSED SOLUTION

Construct reinforced concrete slab span structure and construct approach fills.

REQUESTED REGION ENGINEER
X

DATE 12/27/82

APPROVED ASST HWY ENG FOR OPERATIONS
X

DATE

APPROVED ASST HWY ENG FOR ADMINISTRATION
X

DATE

[illegible]

Long Creek Bridge (#1809)

This structure was constructed in 1933 and has been kept in service only through extensive repair. Approximately 24% of the traffic is heavy traffic. The sufficiency rating is 45.2. The existing structure should be replaced with a 60' reinforced concrete slab span structure.

It is noted this timber/steel composit structure has exceeded design life for the timber portion and is nearing design life for the steel portion. Additional maintenance problems are anticipated in order to keep this structure in service.

The project is consistent with the Division's policy of replacing deficient structures in order to maintain the existing system.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Long Creek Bridge #1809 Hwy 28

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	–	ACCESS CONTROL (Y/N)	N

UTILITIES S (LIST BELOW)

COMPANIES

Telephone Utilities, Inc.

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2 4			10 12	x	10 12			2 4				

PROPOSED 200' taper

SUGGESTED BASE DESIGN

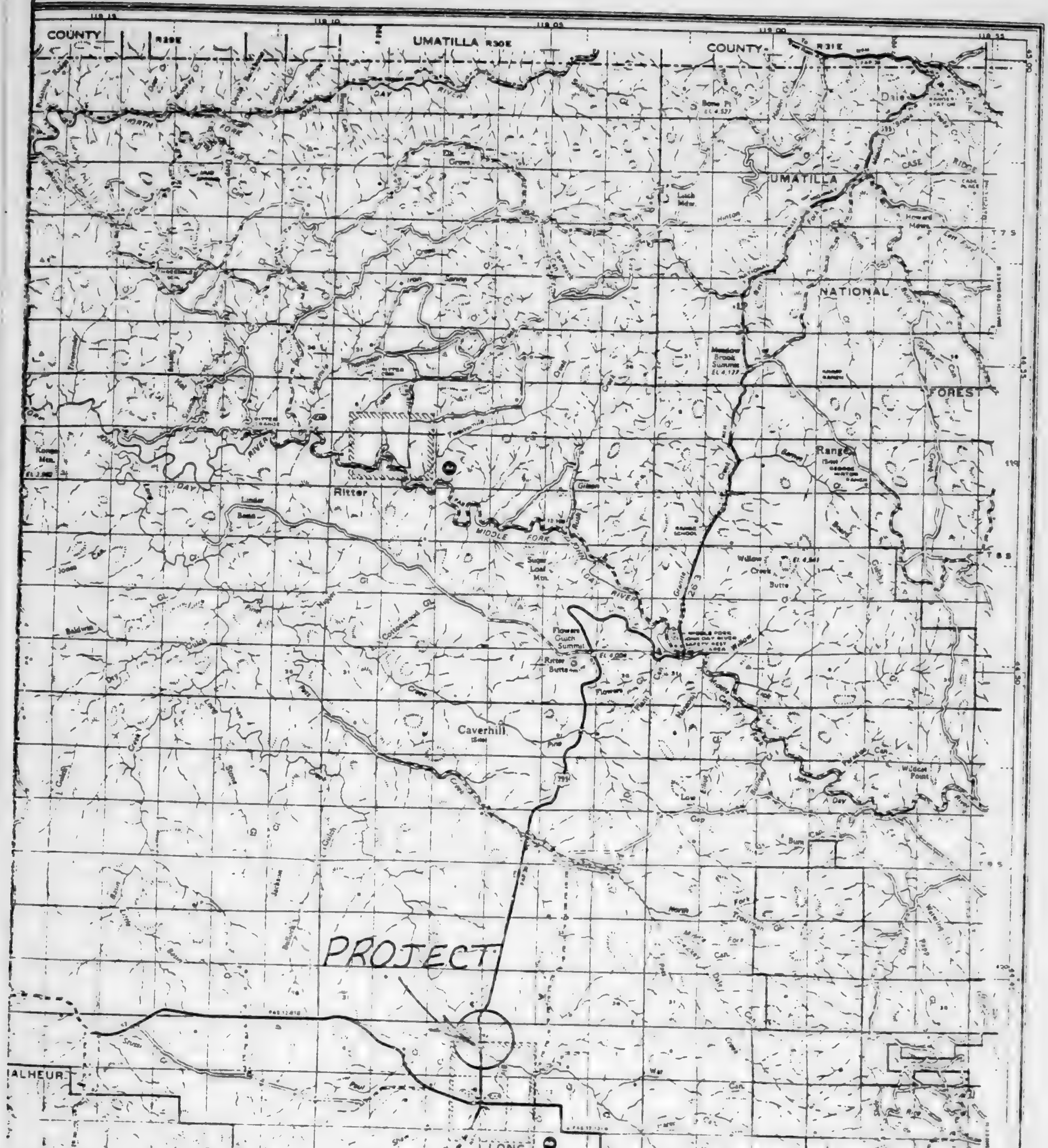
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Taper Base Rock	18"		Overlay AC	2"	
Taper AC	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	82	32	234	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
[illegible] ______
REFER TO ______
FOR ______

734-1912 (7-82)


COUNTY
R29E
UMATILLA R30E
COUNTY
R31E
Dale
CASE RIDGE
UMATILLA
Howard Mdws.
T7S
NATIONAL
Meadow Brook Summit
FOREST
JOHN DAY RIVER
Range
Ritter
MIDDLE FORK
Sugar Loaf Mtn.
Willow Creek Butte
T8S
RIVER
Cottonwood
Flowers Gulch Summit
Ritter Butte
Baldwin
Caverhill
Low Gap
Wilcox Point
T9S
North Fork
Trautman
PROJECT
MALHEUR
LONG CREEK
NATIONAL
T10S

9771

~~Grant Co.~~ N
Hwy 28

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Grant Co.

SEE INSTRUCTIONS ON REVERSE

SECTION Granite Creek (5th Xing) Bridge #1918	KEY ID# REGION 5

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX 012-1429	DATE 1-25-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		600	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		600	932 RAILROAD & UTILITIES					

	TOTALS	$ | $ 9,500
RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

This prefix will provide funds for the investigation of the replacement of the composite structure until HBR funds are programed.

1 Versteeg ✓
Anderson
(Cy Adams to Bud)
(Cy Jacnab)
2 Edwards ~~Stoudenmeyer~~ E
Terpin
3 Trout
(Cy Wakerlig)

RECEIVED
JAN 27 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Ronald T. Neale	DATE 1-25-84	APPROVED ASST HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED ASST HIGHWAY ENGINEER FOR TECH SERVICES X	DATE
RECOMMENDED LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

GCB0001

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01265

REGION 5

SECTION: Granite Creek (5th Xing) Bridge (#1918)

STATE HIGHWAY # 28	HIGHWAY NAME Pendleton-John Day	MILE POST FROM 76.61 TO	LENGTH
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME
ROUTE # US 395	FEDERAL AID # FAP 30	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 1-11-93 ~~10~~ 20	GRADING	(✓)		FILES (#)	
RIGHT OF WAY		$	PAVING	(✓)		ACRES (#)	
ROADWAY	$ 5		STRUCTURES	(✓)	X	RELOCATIONS (#)	
STRUCTURES	$ ~~30~~ -0-		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 5					RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ ~~12~~		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ ~~47~~	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~57~~				☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3/85	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000 s) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	430	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This structure is a composit structure that was constructed in 1934. The deck has failed and other components are serviceable only because of extensive repairs. Sufficiency rating is 48.2.

Culvert 13' x 6'9" x 60

NOTED
D. E. SHAFFER

PROPOSED SOLUTION

Install culvert pipe drainage structure.

REQUESTED BY REGION ENGINEER
X
DATE 12/27/83

APPROVED ASST. HWY. ENG. FOR OPERATIONS
X
DATE

APPROVED BY ASST. HWY. ENG. FOR ADMINISTRATION
X
DATE

TRANSP. COMM. APPROVAL DATE

PROGRAM YEAR

FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

KEY NO. [illegible]

SECTION Granite Gulch (5th Xing) Bridge (#1918)

REGION 5

PROJECT JUSTIFICATION

This composit bridge structure was constructed in 1934 and since has required a considerable amount of maintenance to keep it in service. The concrete deck has failed. The current sufficiency rating is 48.2.

A metal arch pipe structure is recommended to replace the structure.

This project is consistent with the goal of FHWA and Highway Division in that unjustified structures are removed from the inventory and is consistent with the Division's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Granite Creek (5th X-ing)Bridge #1918

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	N

UTILITIES S (LIST BELOW)

COMPANIES
Telephone Utilities, Inc.

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2 ±			12		12			2 ±				
				2			12		12			2				

PROPOSED

SUGGESTED BASE DESIGN

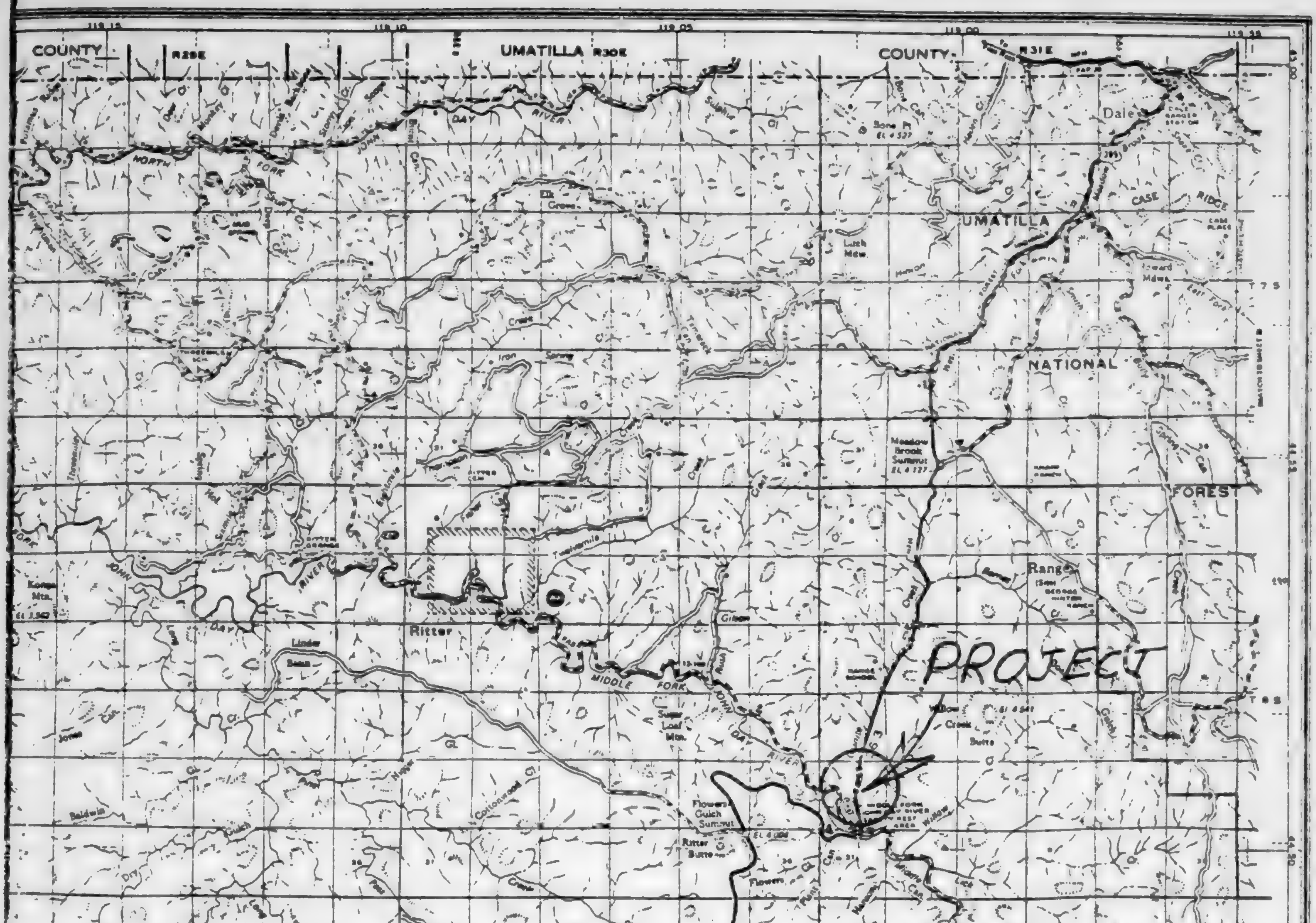
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base Rock	18"				
AC	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
Arch Culvert ~~BRIDGE 1~~	60	13' x 6'9"	98	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
[illegible] ________
REFER TO ________
FOR ________

734-1912 (7-82)


COUNTY
R29E
UMATILLA R30E
COUNTY
R31E
NORTH FORK
JOHN DAY RIVER
Dale
UMATILLA
CASE RIDGE
Elk Grove
Luch Mdw
Iron Spring
NATIONAL
FOREST
Meadow Brook Summit
Range
PROJECT
Willow Creek Butte
Ritter
Linder
MIDDLE FORK JOHN DAY RIVER
Sugar Loaf Mtn.
Jones Cr.
Cottonwood Cr.
Baldwin
Dry Gulch
Flowers Gulch Summit
Ritter Butte
Caverhill
Wildcat Point
Low Gap
Jackson
Bullock
North Fork
Trautman Cr.
ALHEUR
LONG CREEK
NATIONAL
Keeney Point
T 7 S
T 8 S
T 9 S
T 10 S

7774

28

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

GRANT Co.

SEE INSTRUCTIONS ON

KEY ID#

SECTION
Long Creek Bridge #1809

REGION
5

Hwy #28 SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 012-1933

DATE 12/9/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000.	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		6,000	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		6,000.	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		600	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		600	932 RAILROAD & UTILITIES					

TOTALS	$	$ 31,800
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRF-30(5)

LOCATION ENGINEER'S REMARKS

This prefix replaces state prefix 012-1430.

1 Versteeg ✓
Anderson
(cy to Bud) Adams
(cy) Macnab
2 Edwards E
Terpin
3 Trout
(cy) Wakerlig

RECEIVED
MAR 1 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/27/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E S Hunter	DATE 2-24-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-7-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

LCB0024

SEE INSTRUCTIONS ON REVERSE

SECTION Long Creek Bridge (#1809)			KEY ID # 01266
			REGION 5
STATE HIGHWAY # 28	HIGHWAY NAME Pendleton-John Day	MILE POST FROM 89.18 TO	LENGTH
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME
ROUTE # US 395	FEDERAL AID # FAP 30	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING 5		$ 1-11-83 ~~20~~ 30
RIGHT OF WAY		$
ROADWAY	$ 25	
STRUCTURES	$ 130 ~~160~~	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 20 ~~10~~	
Remove Exist. Br.	$ 11	
40% ENGINEERING & CONTINGENCIES	$ 74 ~~64~~	
TOTAL CONSTRUCTION		$ 260 ~~234~~
TOTAL ESTIMATE		$ ~~254~~

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 ~~3~~/85	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR ~~1986~~ 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	450	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This structure has deteriorated requiring temporary repairs to keep it in service. Current sufficiency rating is 45.2.

82 x 32

NOTED
D. E. SH

PROPOSED SOLUTION

Construct reinforced concrete slab span structure and construct approach fills.

REQUESTED: REGION ENGINEER
X DATE 12/07/82

APPROVED: ASST. HWY. ENG. FOR OPERATIONS
X DATE

APPROVED: ASST. HWY. ENG. FOR ADMINISTRATION
X DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

This structure was constructed in 1933 and has been kept in service only through extensive repair. Approximately 24% of the traffic is heavy traffic. The sufficiency rating is 45.2. The existing structure should be replaced with a 60' reinforced concrete slab span structure.

It is noted this timber/steel composit structure has exceeded design life for the timber portion and is nearing design life for the steel portion. Additional maintenance problems are anticipated in order to keep this structure in service.

The project is consistent with the Division's policy of replacing deficient structures in order to maintain the existing system.

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Long Creek Bridge #1809

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N		

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS			N
CONDITIONAL USE	N	SENSITIVE LAND			N
FLOOD PLAIN	N	CULTURAL RESOURCE			N
CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE			N
COAST GUARD	N	DEQ NON-POINT SOURCE WATER			N
STATE LANDS	S ~~N~~	SECTION 106			N
GEOLOGY AND MINERALS	N	NOISE STUDY			N
BUILDING	N	SECTION 4(F)			N
SIGNALS	N	OLD (#)		NEW (#)	
UTILITIES	S	(LIST BELOW)			

COMPANIES
Telephone Utilities, Inc.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	–	ACCESS CONTROL (Y/N)	N

DESIGN SPEED
55

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2 4			10 12	×	10 12			2 4				

PROPOSED 200' taper

SUGGESTED BASE DESIGN

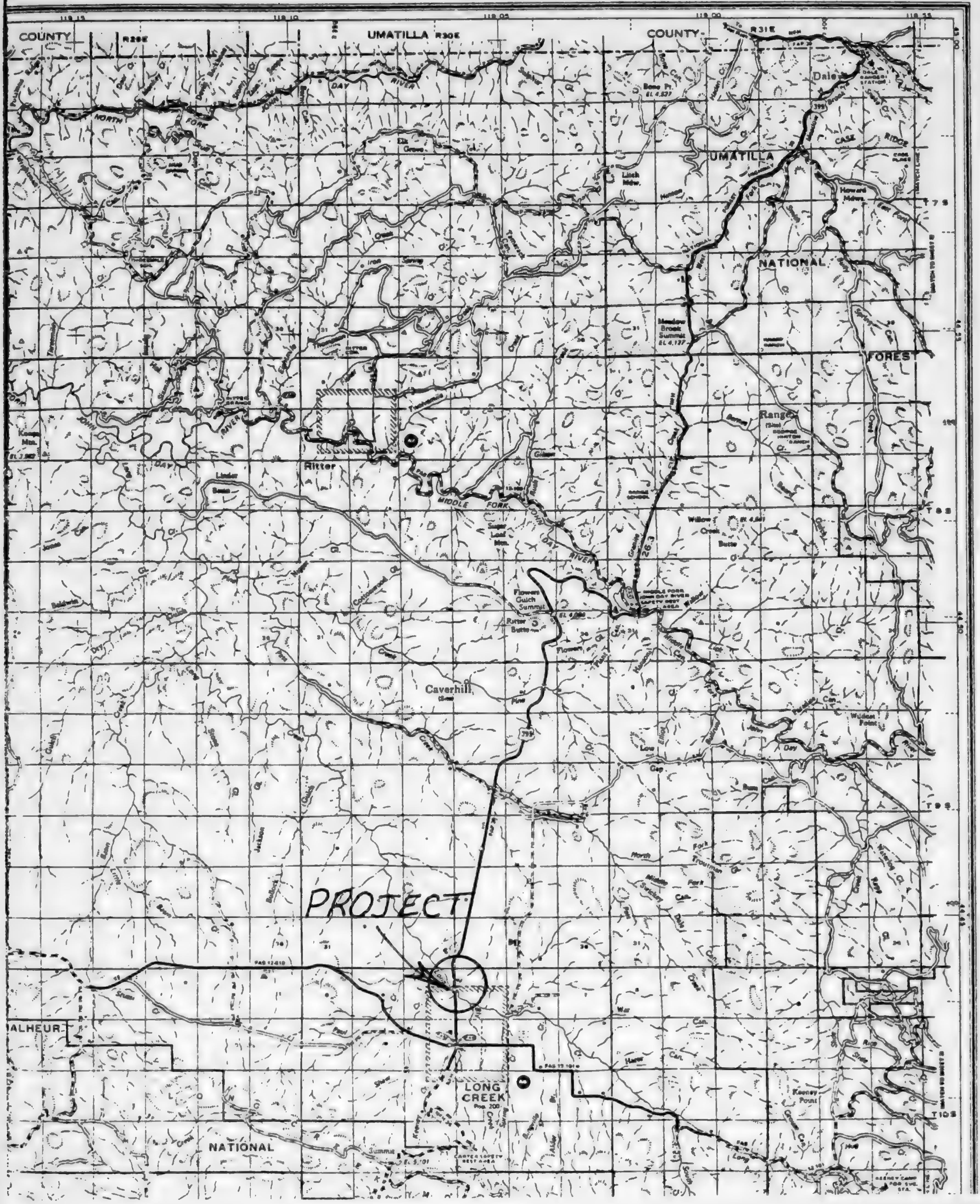
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Taper Base Rock	18"		Overlay AC	2"	
Taper AC	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	82	32	130.000 ~~234~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)


COUNTY
R29E
UMATILLA
R30E
COUNTY
R31E
NORTH FORK
DAY RIVER
Dale
UMATILLA
Elk Grove
Bone Pt.
Linch Mdw.
Howard Mdws.
T7S
NATIONAL
Meadow Brook Summit
FOREST
Range
Ritter
MIDDLE FORK
JOHN DAY RIVER
Sugar Loaf Mtn.
Willow Creek Butte
T8S
Flowers Gulch Summit
Ritter Butte
Caverhill
395
T9S
PROJECT
MALHEUR
LONG CREEK
Pop. 200
NATIONAL
Keeney Point
T10S

28

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

GRANT Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Granite Creek (5th X-ing)Bridge #1918

REGION
5

Hwy #28

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 012-1932

DATE 12/9/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		5,000	921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		600	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		600	932 RAILROAD & UTILITIES					

TOTALS	$	$ 21,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRF-30(5)

LOCATION ENGINEER'S REMARKS

This prefix replaces state prefix 012-1429.

1 Vonteeg ✓
Anderson
(cy Bud) Adams
(cy Macnab)
2 Edwards E
Turpin
3 Trent
(cy Wakefield)

RECEIVED
MAR 1 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/27/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X EJ Hunter	DATE 2-24-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-7-84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

GCB0001

SEE INSTRUCTIONS ON REVERSE

KEY ID #	01265
SECTION	Granite Creek (5th Xing) Bridge (#1918)
REGION	5
STATE HIGHWAY #	28
HIGHWAY NAME	Pendleton-John Day
MILE POST	FROM 76.61 TO
LENGTH	
☐ URBAN ☒ RURAL	
CITY	
COUNTY	Grant
ROAD/STREET NAME	
ROUTE #	US 395
FEDERAL AID #	FAP 30
APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 1-11-93 ~~10~~ 20
RIGHT OF WAY		$
ROADWAY	$ 5	
STRUCTURES	$ ~~30~~ 42	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 15	
Remove Exist. Br.	$ 6	
40% ENGINEERING & CONTINGENCIES	$ 28 ~~12~~	
TOTAL CONSTRUCTION		$ 98 - ~~47~~
TOTAL ESTIMATE		$ 118 - ~~57~~

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	X
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	5

RIGHT OF WAY		
FILES	(#)	
ACRES	(#)	
RELOCATIONS	(#)	
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	~~3~~/85	HBR	~~1986~~ 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	430	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This structure is a composit structure that was constructed in 1934. The deck has failed and other components are serviceable only because of extensive repairs. Sufficiency rating is 48.2.

Culvert 13' x 6' 9" x 60

NOTED
D. E. SH[illegible]

PROPOSED SOLUTION

Install culvert pipe drainage structure.

REQUESTED REGION ENGINEER X	DATE 12/27/82			
APPROVED ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

KEY NO. [illegible]

SECTION
Granite Gulch (5th Xing) Bridge (#1918)

REGION
5

PROJECT JUSTIFICATION

This composit bridge structure was constructed in 1934 and since has required a considerable amount of maintenance to keep it in service. The concrete deck has failed. The current sufficiency rating is 48.2.

A metal arch pipe structure is recommended to replace the structure.

This project is consistent with the goal of FHWA and Highway Division in that unjustified structures are removed from the inventory and is consistent with the Division's goal of preserving the existing highway system.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 - PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Granite Creek (5th X-ing)Bridge #1918

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS		OLD (#) NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

UTILITIES S (LIST BELOW)

COMPANIES
Telephone Utilities, Inc.

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	N

DESIGN SPEED
55

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2 ±			12	×	12			2 ±				
				2			12		12			2				
PROPOSED																

SUGGESTED BASE DESIGN

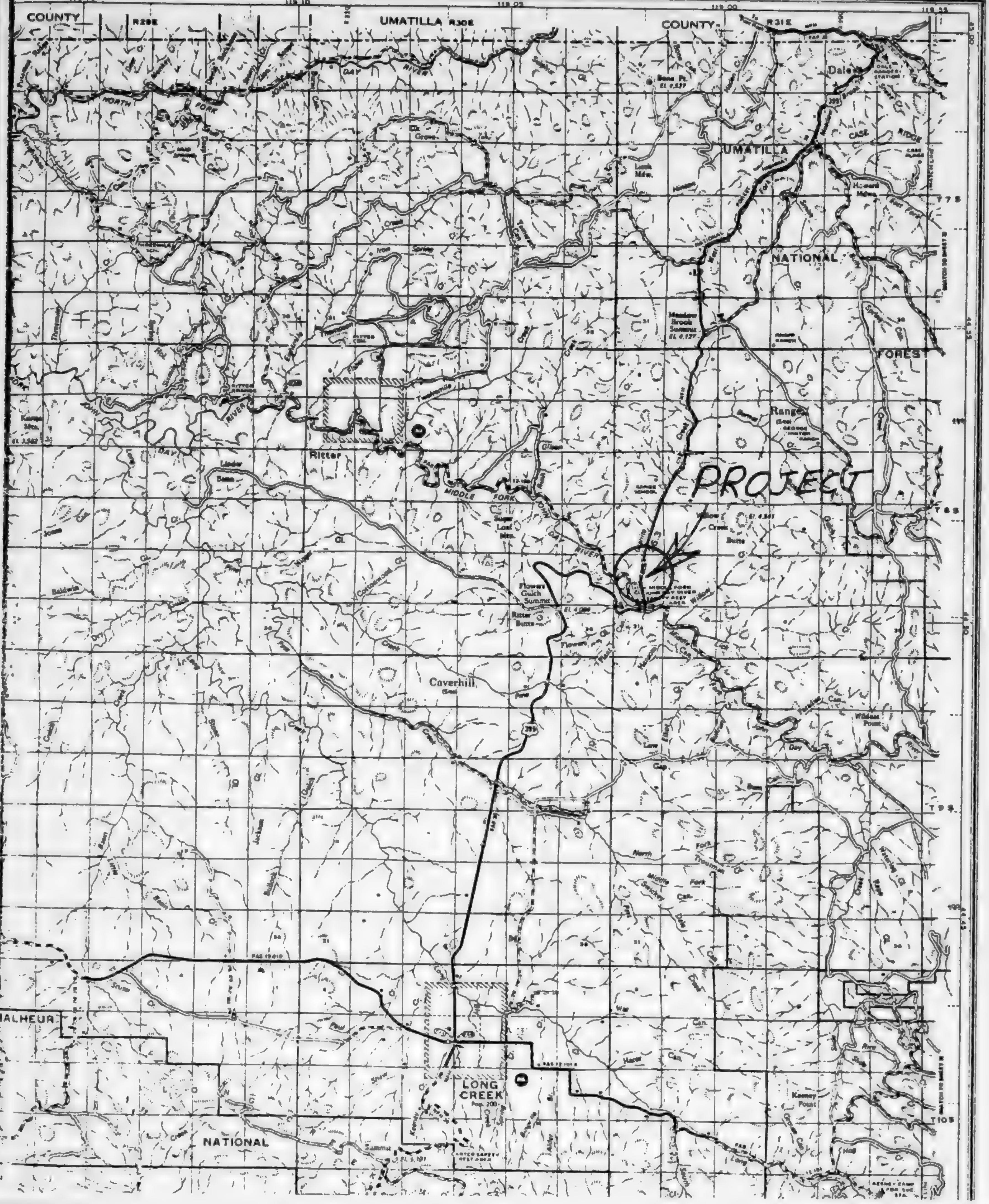
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base Rock	18"				
AC	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
Arch Culvert ~~BRIDGE 1~~	60	13' x 6'9"	42 ~~98~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)



PROJECT
COUNTY
UMATILLA
R29E
R30E
R31E
119.15
119.10
119.05
119.00
NORTH FORK
DAY RIVER
Dale
UMATILLA
NATIONAL
FOREST
CASE RIDGE
Howard Mdw.
Meadow Brook Summit EL 4,127
Range
Ritter
MIDDLE FORK
JOHN DAY RIVER
Sugar Loaf Mtn.
Willow Creek Butte
EL 4,541
Flower Gulch Summit
EL 4,069
Ritter Butte
Flowers
Caverhill
Middle Can.
Lick
Wildcat Point
Long Can.
Cottonwood
Baldwin
North Fork
Middle Fork
Snow
Paul
Keeney Point
LONG CREEK
Pop. 200
MALHEUR
NATIONAL
395
T7S
T8S
T9S
T10S

28

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

GRANT Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Granite Creek (4th X-ing)Bridge #1919

REGION
5

Hwy II 28

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 012-1931

DATE 12/9/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		1,500
906 BRIDGE DESIGN		5,000	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		600	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		600	932 RAILROAD & UTILITIES					

TOTALS	$	$ 21,200
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
BRF-30(5)

LOCATION ENGINEER'S REMARKS

This prefix replaces state prefix 012-1428.

1 Vonteeg ✓
Anderson
(cy Abbott)
(cy Macnab)
2 Edwards E
Turpin
3 Trout
(cy Wakeslig)

RECEIVED
MAR 1 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/27/84
RECOMMENDED. REGION ENGINEER X	DATE	APPROVED. ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-24-84
RECOMMENDED. LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-7-84	

734-1914 (7-82)

PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST

GCB0002

SEE INSTRUCTIONS ON REVERSE

KEY ID #	01264
REGION	5

SECTION: Granite Creek (4th Xing) Bridge (#1919)

STATE HIGHWAY # 28	HIGHWAY NAME Pendleton-John Day		MILE POST FROM 76.44 TO	LENGTH
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME	
ROUTE # US 395	FEDERAL AID # FAP 30	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 1-11-93 ~~10~~ 20 L	GRADING	(✓)	✓	FILES	(#)	
RIGHT OF WAY		$	PAVING	(✓)	✓	ACRES	(#)	
ROADWAY	$ 17		STRUCTURES	(✓)	X	RELOCATIONS	(#)	
STRUCTURES	$ ~~30~~ 42		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 15					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
Remove Exist. Bridge	$ 6		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 30 ~~12~~		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 106 ~~47~~	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 126 ~~57~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1 ~~3~~/85	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR ~~1986~~ '85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	430	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This structure is a composit structure that was constructed in 1934. The deck has failed and other components are serviceable only because of extensive repair. Sufficiency rating is 44.0.

Culvert, 13' x 6'9" x 60

NOTED
D. E. SH[illegible]

PROPOSED SOLUTION

Install culvert pipe drainage structure.

REQUESTED, REGION ENGINEER X	DATE 12/27/82
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

This composit bridge structure was constructed in 1934 and since has required a considerable amount of maintenance to keep it in service. The concrete deck has failed. The current sufficiency rating is 44.0.

A metal arch pipe structure is recommended to replace the structure.

The concept of this project is consistent with the goals of FHWA and the Highway Division of removing unneeded bridges from the inventory and is consistent with the Division's goal of preserving and maintaining the existing highway system.

PROJEC. PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Granite Creek (4th X-ing)Bridge #1919

REGION
5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N		
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S		
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N		
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N		
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨			

PERMITS AND DOCUMENTS

AIRPORT CLEARANCE	N	WETLANDS	N		
CONDITIONAL USE	N	SENSITIVE LAND	N		
FLOOD PLAIN	N	CULTURAL RESOURCE	N		
CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N		
COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
STATE LANDS	S	SECTION 106	N		
GEOLOGY AND MINERALS	S	NOISE STUDY	N		
BUILDING	N	SECTION 4(F)	N		
SIGNALS	N	OLD (#)		NEW (#)	N
UTILITIES	S	(LIST BELOW)			

COMPANIES
Telephone Utilities,Inc.

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)		ACCESS CONTROL (Y/N)	N

DESIGN SPEED
55

DESIGN STANDARDS
AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			12	x	12			2				
				2			12		12			2				

PROPOSED

SUGGESTED BASE DESIGN

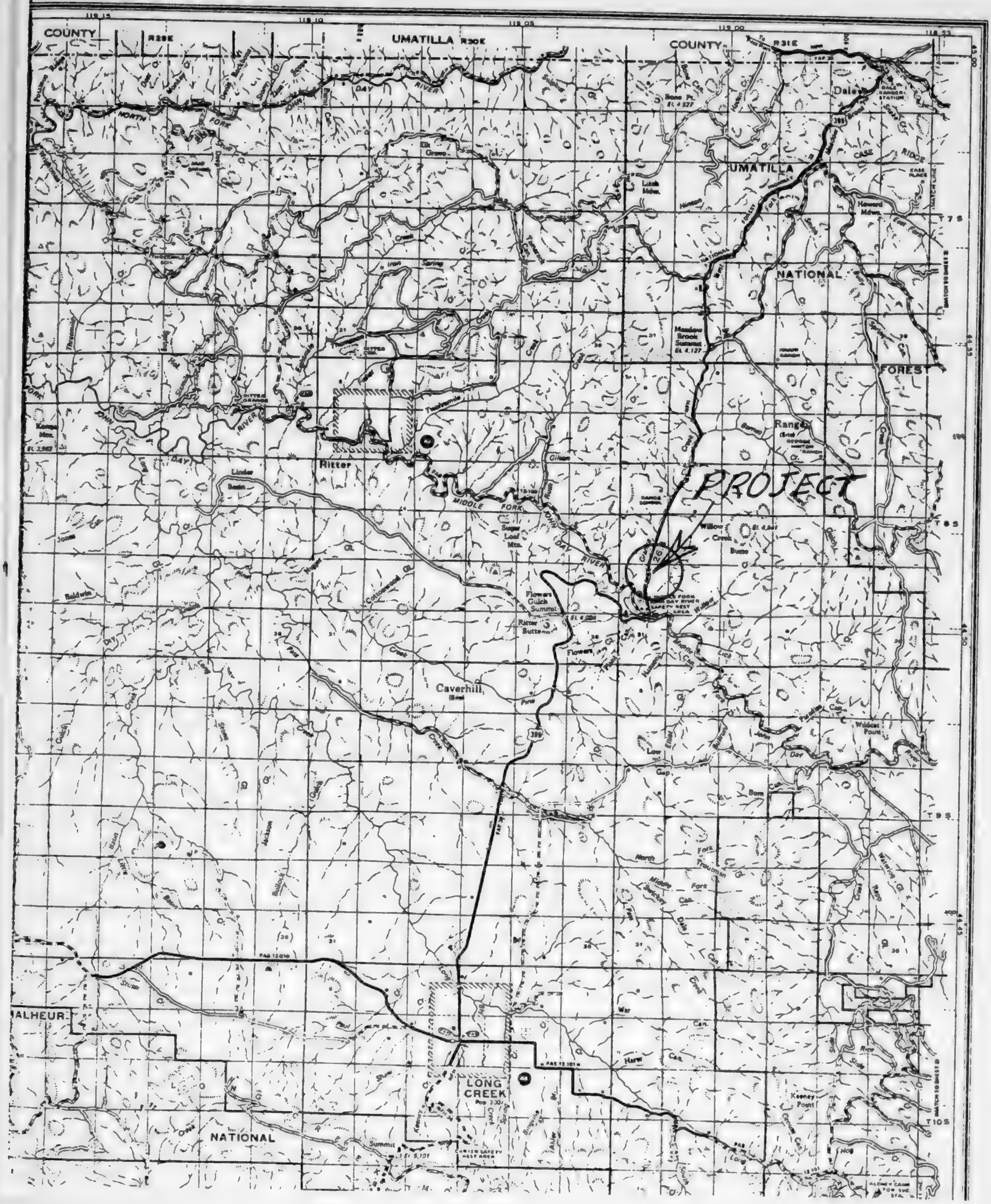
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Base Rock	18"				
AC	4"				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
Arch Culvert ~~BRIDGE 1~~	60'	13' x 6'9"	42 ~~98~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date

734-1912 (7-82)


COUNTY
R29E
UMATILLA R30E
COUNTY
R31E
119 15
119 10
119 05
119 00
118 53
NORTH FORK
JOHN DAY RIVER
Elk Grove
Bone Pt.
EL 4,527
Dale
DALE RANGER STATION
UMATILLA
CASE RIDGE
Lush Mdw.
Howard Mdw.
T 7 S
NATIONAL
Meadow Brook Summit
EL 4,127
FOREST
Range
PROJECT
JOHN DAY RIVER
Ritter
Linder Basin
MIDDLE FORK
Sugar Loaf Mtn.
Willow Creek Butte
T 8 S
Flowers Gulch Summit
Ritter Butte
Flowers
Caverhill
Wildcat Point
T 9 S
MALHEUR
LONG CREEK
NATIONAL
Summit
Keeney Point
T 10 S
395
26

9994

CON 19-1
Long Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

December 7, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Long Creek Bridge (#1809)
Pendleton-John Day Highway
Grant County
BRF-30(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
December 20, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Harry Oswald

CMG:lm

Attachments (4)

12/16/83
for Division Administrator Date

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Long Creek Bridge (#1809)

REGION 5

ESTIMATED RIGHT-OF-WAY IMPACTS

The project will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: Bridge replacement only. Adjacent land use is in extensive grazing activities. Project is consistent with the Grant County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No changes or adverse impacts on traffic volumes and flow patterns will occur as a result of the project. Safety will be improved as both timber and steel portions of the existing structure have exceeded design life. Only continuing extensive repairs have kept the bridge in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Little or no adverse impact on Long Creek, as no in-stream construction is anticipated. Also, construction season flows of Long Creek are meager.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None: The timber/ steel composite structure was constructed in 1933 and is not eligible for inclusion on the National Register of Historic Places.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

The project will involve the replacement or relocation of a private water system (pipes and valves) located adjacent to the northwest corner of the existing structure.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

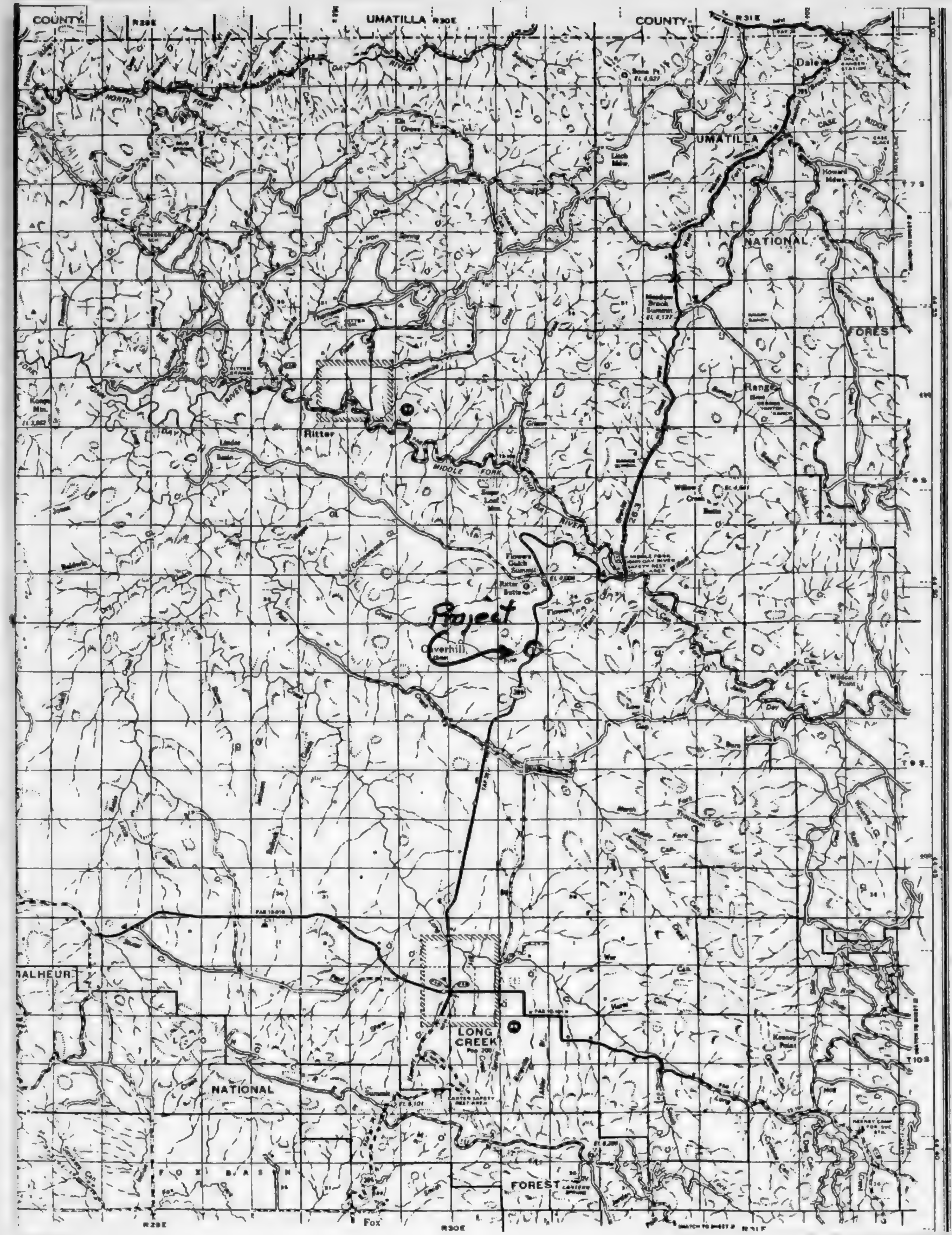
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	December 16, 1983

734-1913 (7-82)


COUNTY
R29E
UMATILLA R30E
COUNTY
R31E
Dale
NORTH FORK
JOHN DAY RIVER
Elk Creek
Bone Pt.
UMATILLA
CASE RIDGE
Howard Mdws.
T7S
NATIONAL
Meadow Brook Summit
FOREST
Kamela Mtn.
Ritter
Range
MIDDLE FORK
JOHN DAY RIVER
Sugar Loaf Mtn.
Willow Creek
T8S
Flowers Gulch Summit
Ritter Butte
MIDDLE FORK JOHN DAY RIVER SAFETY REST AREA
Project
Overhill
395
Wildcat Point
Low Gap
T9S
North Fork
MALHEUR
LONG CREEK
Pop. 200
Kenney Point
T10S
NATIONAL
Summit
CARTER SAFETY REST AREA
F O X B A S I N
FOREST
Fox
R29E
R30E
R31E

CON 19-1
Granite Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

December 7, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Granite Creek (5th Xing) Bridge (#1918)
Pendleton-John Day Highway
Grant County
BRF-30(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

CMG:lm

Attachments (4)

CONCUR
for Division Administrator 12/16/83
Date
FHWA, OREGON DIVISION

ENVIRONMENTAL SECTION
December 20, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Cost & Records Spec
Surfacing Design
General Files
Bob Hector
John Preston
Harry Oswald
Vernal Moore

Form 734-3122

CON 19-1
Granite
Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

December 7, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Granite Creek (4th Xing) Bridge (#1919)
Pendleton-John Day Highway
Grant County
BRF-30(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
December 20, 1983

CONCUR

for Division Administrator 12/16/83
[illegible] DIVISION Date

CMG:lm

Attachments (4)

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Keats Oliver
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Harry Oswald
Vernal Moore

Form 734-3122

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Granite Creek (4th Xing) Bridge (#1919)

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

A temporary construction easement of less than one acre will be required by the proposed bridge replacement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: Bridge replacement only. Temporary construction easement will not affect adjacent land use (grazing - scattered trees). The project is consistent with the Grant County Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Traffic volumes and flow patterns will not be affected by the project. Safety considerations are the basis for the replacement proposal, as the concrete deck has failed. Only continued maintenance efforts have kept the bridge in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

Since Granite Creek is a small near-intermittent stream, no in-stream construction activities are considered likely.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None. The bridge is a composite structure constructed in 1934 and is not eligible for inclusion on the National Register of Historic Places.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

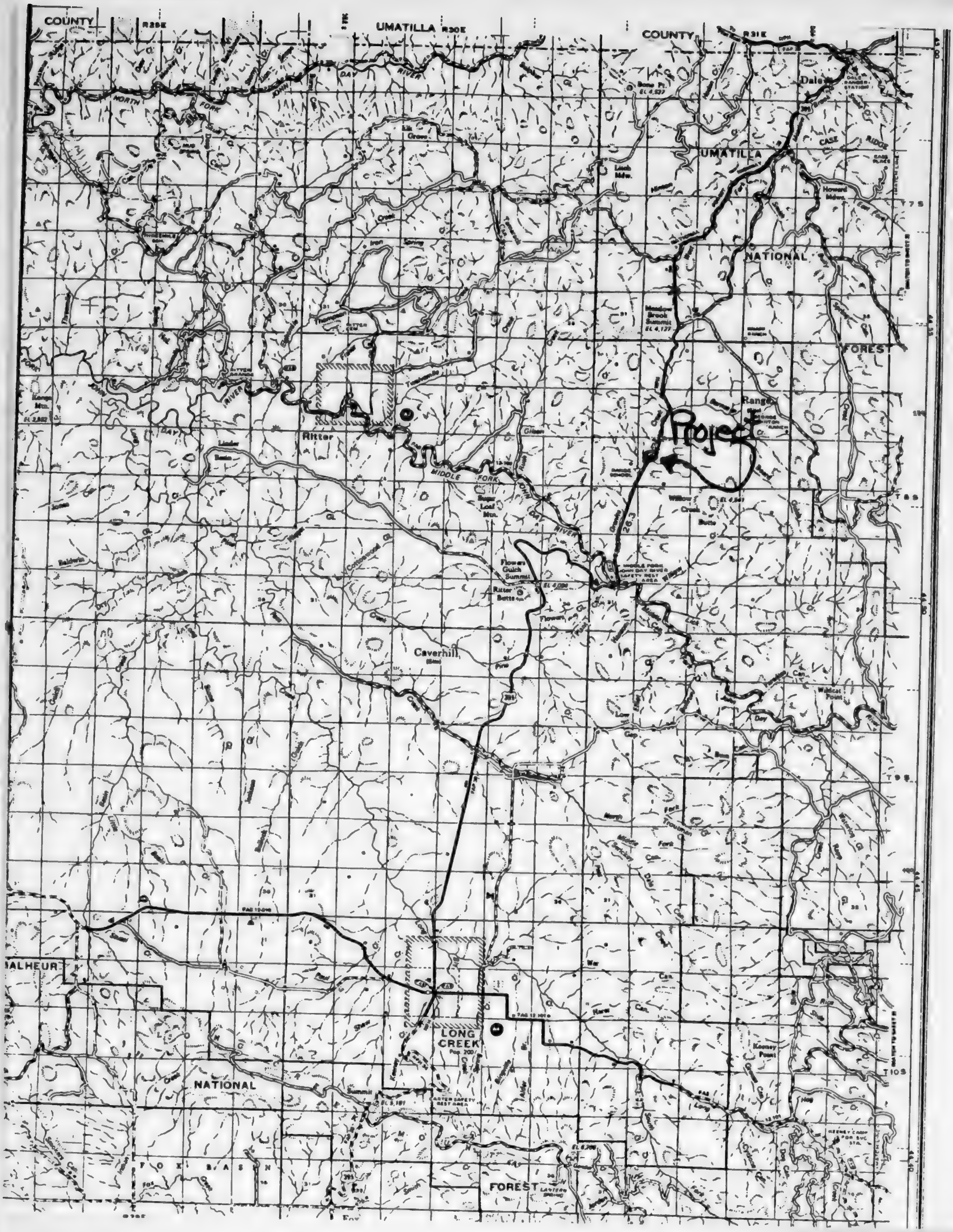
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is a bridge replacement involving less than one acre of right-of-way acquisition for a temporary construction easement. No other adverse human or physical impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	December 16, 1983

734-1913 (7-82)


COUNTY
R29E
UMATILLA
R30E
COUNTY
R31E
T7S
T8S
T9S
T10S
NORTH FORK JOHN DAY RIVER
Dale
UMATILLA
CASE RIDGE
Howard Mdw.
Bone Pt. EL 4,527
Lich Mdw.
Elk Grove
Iron Spring
Creek
NATIONAL
Meadow Brook Summit EL 4,127
FOREST
Range
Project
Kamela Mtn.
Ritter
Gilson
MIDDLE FORK JOHN DAY RIVER
Sugar Loaf Mtn.
Willow Creek Butte
Granite
26.3
MIDDLE FORK JOHN DAY RIVER SAFETY REST AREA
Flowers Gulch Summit EL 4,090
Ritter Butte
Flowers
Baldwin
Caverhill
Wildcat Point
Long
Middle Fork
Trout
MALHEUR
LONG CREEK
Pop. 200
NATIONAL
Summit
FOREST
FOX BASIN
Keeney Point
Fox

7994

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
REGION IV—NORTHEAST OREGON
RT. 2, BOX 2283, LA GRANDE, OREGON 97850 PHONE 963-2138

September 9, 1983

RECEIVED

Mr. R. D. Hector
Region Engineer
P.O. Box 850
LaGrande, OR 97850

Dear Mr. Hector:

We completed a review of your preliminary six-year highway improvement program, 1984 through 1989. The following projects, within the John Day Fish District, should receive special attention during design and construction to protect fish resources.

1. Map Index 509 - Stewarts Bridge — Dayville - Stewarts Br
2. Map Index 510 - Stewarts Bridge — Stewarts Br - Flat Cr.
3. Map Index 530 - Granite Creek — Granite Cr (4th Xing) Br - Culv
4. Map Index 531 - Granite Creek — Granite Cr - (5th Xing) Br - culv
5. Map Index 532 - Long Creek — Long Cr Br

These structures must meet fish passage standards and design criteria and construction timing should be controlled to prevent sediment impacts or interrupt fish movement.

In the event we do not make your October 13 hearing in Grant County, please include these comments in your hearing record.

Sincerely,

E. W. Claire
by crc

E.W. CLAIRE,
District Fish Biologist

EWC:crc

cc: File

Copy - Bridge
Final Des
Spec's
1 copy ea in envir work file

7774

28

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

12-16-80

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME
M.P. 74.40 to 89.18, Section (Structures)

HIGHWAY NAME
Pendleton-John Day

HIGHWAY NUMBER
28

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
5	12	Grant	N/A

LENGTH 14.78 — MILEPOST NUMBER 74.40 TO 89.18 — ☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO — IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☒ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☒ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPRO ☐ OTHER

PROJECT DESCRIPTION

This is a bridge replacement project, consisting of replacing three bridges on Granite Creek with culverts, replacing deck and/or complete structure on the Middle Fork, John Day River (Ritter Junction) and replacing the Long Creek Bridge with a new structure.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
DEC 24 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 570

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A		C	D	E	F
	EXISTING	☒	☐	☐	☐	☐	☐
	PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANA
55	AASHTO	☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 12/16/80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PI OSED NUMBER AND WIDTH
TRAVEL LANES	2-11' lanes	* 2-12' lanes
SHOULDERS	2-3' shoulder	* 2-4' Shoulder
MEDIANS	0	0
PARKING LANES	0	0
SIDEWALKS	0	0
BIKEWAYS	0	Shldr. Bikeway
INTERCHANGES	0	0
OTHER:	0	0

* AASHTO Min 11' & 6'

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☒	☐	☐
Stage Construction	☒	☐	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River John Day	☒	☐	☐
Streams -Granite, Long Creek	☒	☐	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☒	☐	☐
Dept. of Geology & Min. Ind.	☐	☐	☒
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☒	☐	☐

3 - FEATURES (cont.)	S	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing	☐	☒	☐
Borrow Source	☒	☐	☐
Material Source	☒	☐	☐
Utilities	☒	☐	☐

Type TELEPHONE

	YES	NO	MA
Hydraulics Study	☒	☐	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

		TO BE PERFORMED BY		
		APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING		☐	☒	☐
RIGHT-OF-WAY	N/A	☐	☐	☐
CONSTRUCTION ENGINEERING		☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(2)	
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

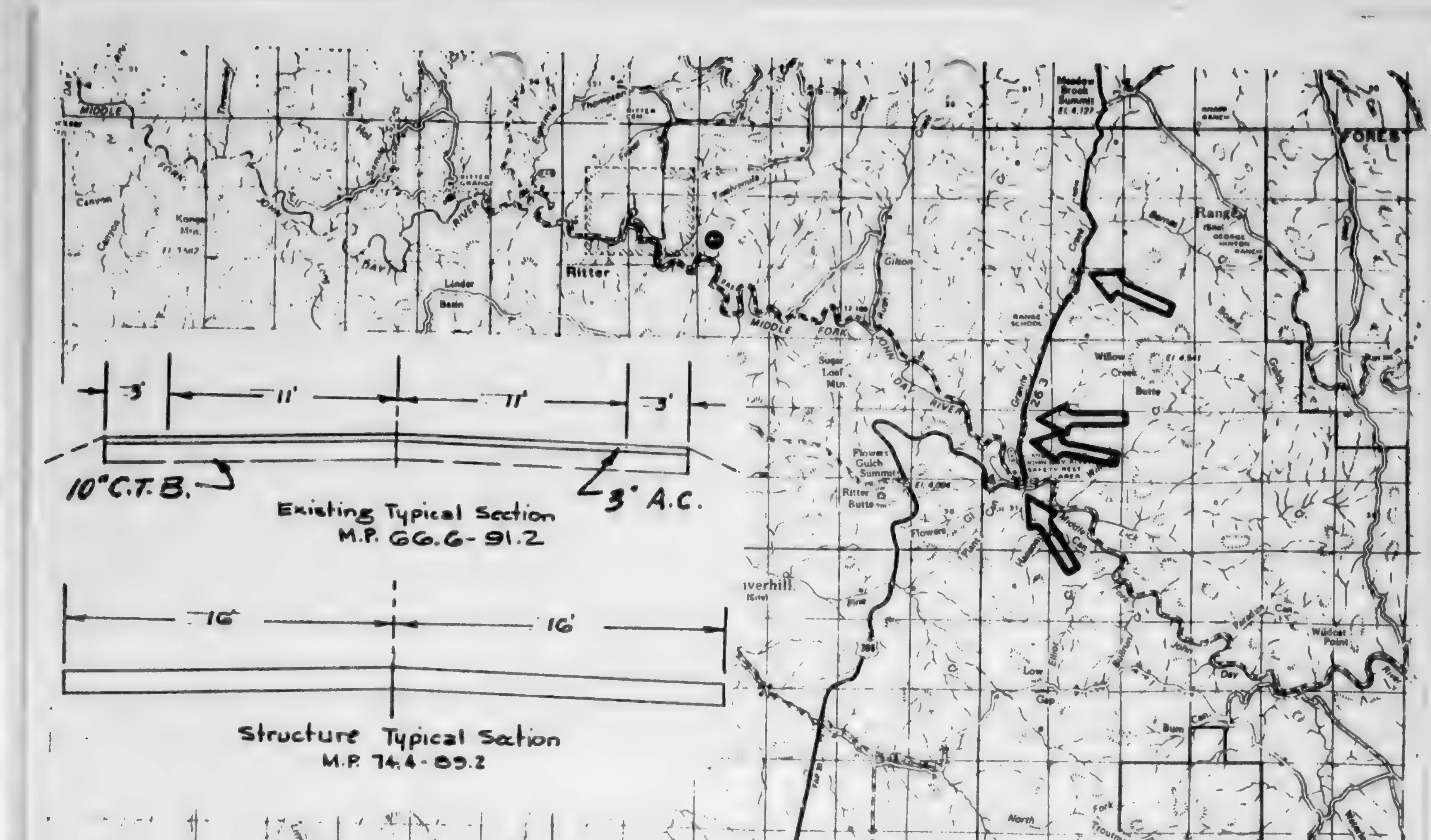
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$30,000.00	71.100
RIGHT OF WAY		
TRAFFIC CONTROL		40.000
ILLUMINATION		
STRUCTURES (2)		708.000
RAILROAD		
ROADWAY		
OTHER ______________		
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL		

SUBMITTED BY ______________________________


3'
11'
11'
3'
10"C.T.B.
3" A.C.
Existing Typical Section
M.P. 66.6-91.2
16'
16'
Structure Typical Section
M.P. 74.4-89.2
PROPOSED PROJECT
MIDDLE
Canyon
Ritter
Linder Basin
MIDDLE FORK JOHN DAY RIVER
Meadow Brook Summit
Range School
Willow Creek Butte
Granite Creek
Sugar Loaf Mtn.
Flowers Gulch Summit
Ritter Butte
Gilson
FOREST
Wildcat Point
John Day River
Low Gap
North Fork
Middle Fork
MALHEUR
Table Rock
NATIONAL
LONG CREEK
Pop 200
FOX BASIN
FOREST
Lantern Spring
Keeney Point
R29E
R30E
R31E

KEY TO COUNTIES

ARRANGEMENT OF SHEETS FOR GRANT COUNTY
MONUMENT
LONG CREEK
DAYVILLE
MT. VERNON
JOHN DAY
CANYON CITY
PRAIRIE CITY
AUSTIN GATES
GRANITE
SENECA

GENERAL HIGHWAY MAP

GRANT COUNTY

OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DIVISION
IN COOPERATION WITH THE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1985 Antioch Rd.-Crater Lake Hwy. 9995
Sec, Sams Valley Highway.
(paving)

1445

June 27, 1986

CON 5 - #9995

Seaboard Surety Company
411 108th Avenue NE
Suite 1670
Bellevue, WA 98004

On June 3, 1986, we wrote to you concerning release of final payment on Contract No. 9995 awarded to Rogue River Paving Co., Inc. for work on the Antioch Road-Crater Lake Highway Section of the Sams Valley Highway in Jackson County.

Final payment on this contract is $7,466.22 and the total contract amount is $291,880.20 including $3,108.89 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cc: Rogue River Paving Co., Inc.
P.O. Box 1386
Medford, OR 97501

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9995

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
9995

TO: Robert Gormsen
Manager, Commission Services

DATE: May 23, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9995, On Site Work Substantially Completed July 18, 1985

All Work Completed January 24, 1986

Project Antioch Road-Crater Lake Hwy.

Highway Sams Valley

County Jackson

Type of Work Paving

Contractor Rogue River Paving Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

6/3
surety letter
written

noted
[illegible]

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

9995

N

October 31, 1985

Rogue River Paving Co., Inc.
P. O. Box 1386
Medford, OR 97501

CON 5

Re: Time Extension Request
Antioch Road-Crater Lake Highway
Contract No. 9995

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment of an additional 13 calendar days is granted due to a delay in furnishing the paving mix design.

The adjusted contract time of completion of this project is July 18, 1985. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Jim Gix w/att.
Ron Busey w/att.
Bruce Walton

TE/230

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: October 15, 1985

FROM: W. J. Quinn Bill Quinn
Region Construction Engineer

SUBJECT: Request for Time Extension
Antioch Road - Crater Lake Hwy.
Contract No. 9995
Jackson Co.

I have reviewed the contractor's request for a time extension on subject project and I recommend 13 days be granted to eliminate liquidated damages. The Job Mix Formula was not received in the field until 51 days after the aggregate was sampled. This is approximately 26 days late. The reason for the delay was our laboratory was extremely busy.

wjq:cjb
Attach.
cc: R. Busey

10-31-85

W. E. Schwartz —
I concur with Region and Project Manager and recommend a 13 C.D. time extension.

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE_____ OCT 21 1985 FE___ CP___
CA_____ POC_____
CAM_____ CONSTRUCTION OCS_____
EEO_____ SECTION FILE_____

81-125-1387

9775

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Antioch Road-Crater Lake Highway

WEEK ENDING: October 12, 1985

SECTION PREFIX: C09995

HIGHWAY: Sams Valley

COUNTY: Jackson

NAME OF JOB: Antioch Road-Crater Lake Hwy

KIND OF WORK: Paving

CONTRACTOR: Rogue River Paving Co.Inc

CONTRACT NUMBER: 9995

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 3,1985

DATE WORK STARTED: June 28,1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED: 13

SPECIFIED COMPLETION DATE: June 30,1985

PERCENT OF TIME ELAPSED: 113

PROJECT AUTHORIZATION: $ 340,280.09

EXCLUSIVE OF ENGINEERING: $ 313,297.53

ENGINEERING AUTHORIZATION: $ 26,982.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 299,806.25

ENGINEERING COST TO DATE: $ 15,392.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN: 4.5 %

PERCENT OF AUTHORIZATION: 57 %

DATE PROJECT WAS COMPLETED: July 18,1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.87
MILES PARTIALLY COMPLETED					
MILES COMPLETED					4.87
TOTAL ESTIMATED QUANTITIES (CONTRACT)					9,050 tn
TOTAL QUANTITIES CORRECTED TO DATE					9,275 tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					9,275 tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				F

CONTR. NO: 9995 DATE: Oct.12,1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NA
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS: The project is complete. Work is continuing on the semifinal estimate. The date on the 2nd notification was revised from 7/24/85 to 7/18/85. Later brooming was not required.

VISITORS:

NEXT WEEK:

SIGNED Ron Bussy Bussy LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1985 Region 3 Seal Project on various hwys. in various counties. 9996

9996

May 21, 1986

CON 5 - #9996

United Pacific Insurance Company
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On May 8, 1986, we wrote to you concerning release of final payment on Contract No. 9996 awarded to J. C. Compton Company for work on the Region 3 Seal Project.

Final payment on this contract is $13,053.50 and the final contract amount is $1,271,449.76. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: J. C. Compton Company
P.O. Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9996

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
9996

TO: Robert Gornsen
Manager, Commission Services

DATE: April 25, 1986

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	9996
On Site Work Substantially Completed	September 17, 1985
All Work Completed	December 20, 1985
Project	Region 3 Seal Project
Highway	Various
County	Various
Type of Work	Pavement Sealing
Contractor	J. C. Compton Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

5-8-86 - Surety letter written.

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Region 3 Seal Project	WEEK ENDING: 02/01/86
		SECTION PREFIX C09996
	HIGHWAY Various	COUNTY Various
NAME OF JOB Region 3 Seal Project	KIND OF WORK Pavement Sealing	
CONTRACTOR J.C. Compton Company	CONTRACT NUMBER 9996	FEDERAL AID PROJECT NUMBER ---
DATE OF CONTRACT April 3, 1985	DATE WORK STARTED June 24, 1985	ESTIMATED COMPLETION DATE 09/05/85
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 70	WORK DAYS USED CALENDAR DAYS USED 73.5
PROJECT AUTHORIZATION: $ 1,404,901.13	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 105
EXCLUSIVE OF ENGINEERING: $ 1,304,997.05	ENGINEERING AUTHORIZATION $ 99,904.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,304,997.05	ENGINEERING COST TO DATE $ 41,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 41 %	DATE PROJECT WAS COMPLETED: SEPT. 26, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26		0		
MONDAY 27		0		
TUESDAY 28		0		
WEDNESDAY 29		0		
THURSDAY 30		0		
FRIDAY 31		0		
SATURDAY 01		0		

26 SUN No Activity.

27 MON No activity - project complete.

28 TUE No activity - project complete

29 WED No avtivity - project complete.

30 THU No activity - project complete.

31 FRI No Activity - project complete.

01 SAT No Activity.

ANTICIPATED NEXT WEEK:

Project work is complete. 2nd notification - 09-17-85.
Requirements for 3rd notifications: payroll certifications.
Still awaiting contractor respose to non-spec chip seal on Mapleton - Junction City Highway area.
Semi-final submitted to Region 11/26/85.

John Read
JOHN K. READ
Project Manager
Roseburg

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

November 13, 1985

The Honorable Bill Bradburry
State Senator
1930 Beach Loop Road
P. O. Box 1499
Bandon, Oregon 97411

In Reply Refer to
File No.:

Wm. Jones
Complaint

Dear Senator Bradburry:

The chip seal that was placed on Highway 101 north of Coos Bay had considerable more problems than any others that were placed in Region 3. We learned a great deal from our experiences this summer, and will correct our specifications. This will enable us to have tighter controls over our contractors when they are performing this type of work.

Chip seals have proven to be very cost effective, especially with the new products--specifically, Polymer Modified Asphalt Emulsion--which have become available. Comparing the cost based on the life of the treatment, which we refer to as the life cycle costs, the chip seals are less than 50% of the costs of asphaltic concrete overlays.

Chip seals are not a panacea, and you must evaluate the existing surface to ascertain the most appropriate treatment. We must be innovative in our surface treatments to get the most for the taxpayer's dollar, and create a highway system that Oregonians can be proud of, without jeopardizing safety.

I hope this helps explain our position. We do not want to lose this valuable type of treatment, so it is up to us to prove ourselves to the public by proper education and having tighter controls over our contractors.

Thank you for allowing me the opportunity to present our views on this controversial issue and, if I can be of further assistance, do not hesitate to call.

Cordially,

Original Signed by James J. Gix
JAMES J. GIX
Region Engineer

jjg:ba:cjb

cc: Fred Miller w/attach.
Pat Schwartz w/attach.
Larry Rulien w/attach.

FRED MILLER

RECEIVED
DOT DIRECTOR
NOV 14 '85
REFER TO
Bothman
FOR

Info	Need	R/D	D/R	Sign	Act	File
✓						

R. N. BOTHMAN

Form 734-1829

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
P.O. Box 1128
1547 S.E. Jackson Street
Roseburg, Oregon 97470
440-3429

**In Reply Refer to
File No.:**

November 5, 1985

J.C. Compton
P.O. Box 768
McMinnville, Oregon 97128

Region 3 Chip Seal Project
Contract Number 9996
Mapleton - Junction City Hwy.
Unacceptable Chip Seal

Mike Flanagan:

This letter is to inform you that during the final inspection of the Region Seal Project a portion of the Mapleton - Junction City Highway, Unit 4 was found not acceptable. The area in question is from M.P. 0.00 to M.P. 3.93.

As you will recall, this section was rained on before it has a chance to cure. In a subsequent meeting with Mr. John Compton and myself, I explained that the final acceptance would ultimately come from the Regional Construction Engineer in conjunction with the District Maintenance Supervisor.

Our proposal is to give you the option of resealing the area next summer, or secondly, penalizing you 20% of the bid item amount for non-specification work in this area. This would amount to about $7,900.00. Please inform this office of your plan to either reseal or accept the 20% penalty, or any other proposal you may have so we can complete our finalizing of this project.

- CONT -

42

Form 734-3122

I would like also at this time to let you know that the 140 tons of rock stockpiled near Blue River, Oregon could be purchased the maitenance section. However, they are not willing to purchase the rock at $13.26 per ton as you requested.

If you have any questions, please contact this office.

Sincerely,

Larry D. Lindley

Larry D. Lindley,
Project Manager

cc: Construction
Region
file

STATE OF OREGON INTEROFFICE MEMO

TO: Jim Gix
Region Engineer

DATE: November 5, 1985

FROM: Larry D. Lindley
Larry D. Lindley, Project Mgr.

SUBJECT: Region 3 Seal Project
Contract No. 9996
William H. Jones Claim

This letter will respond to the letter from Mr. William H. Jones regarding the broken windshield, cracked headlight and chipped paint on his car.

Mr. Jones indicates that his car was damaged on September 15, 1985 on a section of highway that had recently been sealed.

Our records show that the area in question was sealed on Wednesday, September 11, 1985 and was then controlled with pilot cars until the next day or until the highway had the excess rock broomed off.

There was a rain storm on the coast on Wednesday afternoon making the brooming difficult, if not impossible. The contractor did broom the roadway on Thursday, September 12. However, because of the wet weather, rocks no doubt continued to dislodge and could very well have become a hazard.

I did contact Jack Sollis in the Justice Department concerning this matter. He informs me that if the contractor is working in the area and the section has not been completed, the contractor is responsible. If the contractor has completed the section and we have accepted the section as complete, the flying rock does then become a road hazard and the contractor is not responsible.
This area was considered rain damaged and the contractor was requested to redo the area and, therefore, was not considered complete.

With this im mind, I feel that the contractor is responsible for this claim. If you need any additional information, please call this office.

cc: file

81-125-1387

STATE OF OREGON
Highway Division - Region 3

INTEROFFICE MEMO
440-3399

TO: Larry Lindley
Project Manager

DATE: October 31, 1985

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Windshield Damage, etc.

Please investigate this complaint and prepare a draft reply for Jim Gix. Be sure the attached letters are returned to the sender.

wjq:cjb

Attach.

RECEIVED
OCT 31 1985
OFFICE OF PROJECT MANAGER
L. D. LINDLEY
RE ☐ ASST ☐ OE ☐ FILE ☐ INSP ☐

81-125-1387

BILL BRADBURY
COOS, CURRY, DOUGLAS COUNTIES
DISTRICT 24

OREGON STATE SENATE
SALEM, OREGON
97310-1347

October 31, 1985

Jim Gix
Engineer, Region 3
Oregon State Highway Department
Post Office Box 1128
Roseburg, Oregon 97470

Dear Mr. Gix:

I am writing to express my concern about the recently completed resurfacing north of Coos Bay on Highway 101. I am sure I am not the only voice of concern you have heard about this resurfacing job and I just want to emphasize how many people I have heard complain about this job.

I have received numerous phone calls, several letters and have had the matter thoroughly discussed at several meetings I have had in Coos Bay and Reedsport in the last couple of weeks. All this contact has convinced me that there are a large number of people who are not pleased with the resurfacing job.

Two points. People are convinced that the new surface is very inferior to the traditional resurfacing effort, and second, a number of people report cracked windshields from flying rocks left by the side of the road after the chip seal was laid down. I am aware that the loose rocks are the contractor's responsibility but I would suggest that the Highway Division has a responsibility to ride herd on these contractors, since they are working on a public highway that affects the public

I would appreciate knowing your views on this matter and particularly your views about the new chip seal surface.

My best,

Bill Bradbury

BILL BRADBURY
STATE SENATOR

BB:bh

cc: Kristie Rich
Stage Road
North Bend, Oregon 97459

10/28/84

James J. Gix
Regional Engineer
Box 1128
Roseburg Or, 97470

RECEIVED
OCT 29 1985

Dear Mr Gix;

I live 12 miles North of North Bend, & during recent Road Construction on Highway 101 I sustained considerable Damage to my car from flying rocks.

In addition to a broken Windshield I also have one crushed head-light & at least a dozen paint chips in the hood of my car. This is a late Model car and I am understandably Very upset by the damage & the attitude of the responsible people. In fact, tho the work is considered Complete I still am throwing up gravel from the road surface every time I drive to town. Its a poor Job & makes driving a gamble as to whether you not going to get another rock thru the Windshield.

The broken Windshield occurred Sept 15 1985 & the head light some time during the month. The hood Damage is an accumulation of rock Damage since the "Construction".

The enclosed letters reflect the attitude of the responsible people. Please advise & return the letters for my file

Sincerely
William H Jones
9535 Wildwood Dr
North Bend, Or 97459

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

October 24, 1985

1. A 1 12-1

Kristie Rich
387 Stage Road
North Bend, OR 97459

In Reply Refer to
File No.:

I first want to apologize to you for the delay in answering your letter. The Roseburg office did not receive your correspondence until mid-October because it was originally sent to the Region 2 office in Salem.

The overlay treatment which was used on Highway 101 between North Bend and the Lakeside area is called a chip seal, and it is composed of an emulsified asphalt and ¼-inch to #10 size crushed stone. The system has been used for many years in many other states, and it is the prime overlay system in the State of Idaho.

During the 1985 construction season, the Oregon State Highway Division placed over 275 miles of chip seal by contract. An additional amount was placed by our Maintenance Forces also. The chip seal system was placed on primary highways, secondary highways, and a portion of Interstate Highway 84 near Troutdale, Oregon. After considerable research, the chip seal method was found to be a cost-effective method of preserving our highways for three to five years.

To date, we have received a few complaints about chipped windshields, and I believe it is to be expected with this system. In order to minimize the damage of flying rocks, the State has a bid item that pays the contractor to use a pilot car through the construction zone until the loose chips are broomed away. We try to keep the speed down to under 30 mph. According to our contract, the contractor, or his insurance company, is liable for damages sustained during his construction operations. This is why you were advised to contact J. C. Compton Co., and not the Highway Division, directly.

I hope this answers your questions and, if I can be of further help, please write or call.

ORIGINAL SIGNED BY W.J. QUINN

W. J. QUINN
Region Construction Engineer

ROSEBURG REGION
RECEIVED
OCT 25 1985
RME | RLS
RAS | AA

wjq:cjb

cc: Rep. Jim Whitty
Sen. Bill Bradbury

cc: L. Lindley
Sent 11-5
[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Bill Quinn
Regional Construction Engineer

DATE: October 23, 1985

Total 275

FROM: Larry D. Lindley

SUBJECT: Chip Seal Projects

This letter will respond to the letter from Kristie Rich of 387 Stage Road, North Bend concerning the Region 3 Chip Seal Project on the Oregon Coast Highway.

The section of highway referred to in her letter is only a small portion of the total miles of highway on which chip seal has been placed during this past construction season. To date, Region 3 has sealed 87.81 miles and Region 4 has sealed 51.05 miles. Region 5 100 miles Region 2 20 mile

Freeway [illegible]

It is my opinion that the chip sealing is a very good method to prolong the life of the existing pavement. However, it is a fact that unless the traffic is kept at about 30 m.p.h. until the excess rock has been swept off, there is danger of flying rock.

To date, we have had some complaints and have forwarded them to J.C. Compton, contractor, in McMinnville. They in turn forwarded the claims on to their insurance company. This may seem as though we are giving people the "run around", but this is the way the system works.

Specifications required that the contractor carry insurance and provide us with proof that such insurance has been obtained. Our records indicate that J.C. Compton Company is carried by Hansen & Rowland, and to our knowledge, they would have no reason not to acknowledge claims for property damage resulting from contractor activityes.

With regard to Kristie Rich's letter referring to the difference between a chip seal and overlaying with Class "B" A.C., the intent of each contract job is totally different. The Reedsport area project is a complete overlay costing about $85,600 per mile and will extend the life of the pavement by 10 - 15 years, while the chip seal project cost about $13,500 per mile and extends pavement life by only 3 - 5 years.

It is not, nor never has been the intent of the state to see a single person injured or anyone's vehicle damaged on any of our construction projects. Again, I will say that we do require contractors to be unsured during his construction activities. And if you get no response from the contractor, you should go through your [illegible] insurance company and have them deal with the contractor or his insurance company.

If I can be of any further assistance in this matter, please call this office.

Larry D Lindley
Larry D. Lindley
Project Manager

HANSEN & ROWLAND
A Crump/LaBow, Haynes Co.

October 21, 1985

Mr. William H. Jones
9535 Wildwood Drive
North Bend, OR 97459

Re: Broken Windshield
Date of Loss - Unknown

Dear Mr. Jones:

We have given your claim careful consideration and can find no negligence on our part.

A rock that is kicked up by a passing vehicle is considered a normal road hazard. No liability can be attached to such an incident.

A project site is no exception. All work taking place on a project site is performed under strict specifications set forth in the contract. If a rock is kicked up by a passing vehicle, no one can be held liable.

We would suggest that you submit a claim to your own insurance company as we must respectfully deny your claim.

If you have any questions, please call.

Sincerely,

Pam Maro

Pam Maro
Claim Dept.

INSURANCE BROKERS AND CONSULTANTS

200 WASHINGTON BLDG., TACOMA, WASHINGTON 98401
(206) 627-1161

MAILING ADDRESS: P.O. BOX 1633, TACOMA, WASHINGTON 9840
TELEX 32741

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P.O. BOX 768 McMINNVILLE, OREGON 97128

October 14, 1985

Mr. William H. Jones
9535 Wildwood Drive
North Bend, OR 97459

Re: Windshield Damage

Dear Mr. Jones:

This will acknowledge your letter of October 10, 1985, relevant to damage to your windshield. We did notice that your letter did not mention an exact date that this damage was incurred and that is most relevant.

However, by copy of this letter, we are forwarding on your claim to our insurance carrier, which is:

Hansen & Rowland, P.O. Box 1633, Tacoma, WA 98401

Very truly yours,

J.C. COMPTON COMPANY

Susan Y. Brown

Susan Y. Brown, by la
Vice President

SYB:lha

c - Hansen & Rowland
c-copy of letter

9996

REGION 2 OFFICE
RECEIVED
RLO..... 1985
RE ..... RCE .....
RTS ..... RLS ..... RPC ..... RFS .....
RUS ..... RG ..... RS .....

October 2, 1985

Oregon State Highway Department
2960 State Street
Salem, OR 97301

Gentlemen:

I am writing to in regard to the resurfacing job recently completed by J. C. Compton of McMinnville on Highway 101 between North Bend and the Lakeside area. I am surprised that the State of Oregon Highway Department would sanction a method of resurfacing such as this one. I am guessing, but it appears that quarter minus rock was brought in and layed over some sort of adhesive oil, then rolled into the pavement. I'm sure there is a name for this method, but I don't know what it is. This has left the road grooved, with rock that does not stay adhered to the pavement - it flys off and breaks windshilds, lights, etc. In other words, it's not only a really tacky maintenance job, but it is also very dangerous!

I travel the road daily going to and from work. During the week of September 30, I received 3 chips in my windshield. On September 29, I received a chip in the windshield of my pickup truck. And I am not alone. I have heard many, many stories of windshields chipped, headlights broken and chipped paint. I also know two school age children that were waiting along side of the road to catch the school bus that were hit by flying rock - one narrowly missing a childs eye.

Why would you use such a method on a road that has so much traffic traveling at relatively fast speeds? Where else in Oregon is this method being used? Why, besides being cheaper undoubtedly, would you use this method. Our roads were better before you did this.

In Reedsport, a small town North of where this resurfacing was done, the whole main street - which is also Highway 101 - was resurfaced with asphalt. They have a beautiful, safe road to drive on - and the traffic speed limit is 35 mph. How can you justify the different procedures used?

I called our local Maintenance District Engineer in Coos Bay to complain about the damage done to my vehicle. I was told to contact J. C. Compton in McMinnville and that their insurance company would cover the damage done to my vehicle. I have contacted them, and was told to write a letter to their insurance company. Do you really think this will do any good?

I am appalled to think the Oregon State Highway Department gave the okay to use this procedure on a major Oregon Highway. Who made this very bad decision?

I am inviting you to come to the Southern Oregon Coast and see our Highway 101. Bring your personal cars. You'll feel so great when your headlights get knocked out and your windows get chipped.

I await your answers to my questions.

Sincerely,

Kristie Rich

Kristie Rich

387 Stage Road
North Bend, OR 97459

c: Sen. Bill Bradbury
Rep. Jim Whitty

October 2, 1985

J. C. Compton
P. O. Box 768
McMinnville, OR 97128

Gentlemen:

I have been advised by the Oregon State Highway Department to contact you concerning damage done to my vehicles while your firm was doing contracted maintenance work on Highway 101 between North Bend and the Lakeside area.

On September 29, just south of the Lakeside southern most exit, I was hit by a flying rock, leftover from the terrible method of resurfacing the road. The rock cracked the windshield of my 1978 Ford Pickup truck.

On September 30, I received 3 rock chips to the windshield of my 1983 Oldsmobile. The rocks all hit my car at the south end of the Lakeside exit.

There were no signs posted to drive at a lower speed due to loose gravel. I was aware that the gravel does not stay adhered to the pavement and was traveling at 45 mph at the time. However, the two cars coming the other direction appeared not to have slowed for the poor driving conditions.

I cannot count the number of chips in the paint job on my car. I travel this road daily, to and from work.

I understand your insurance company is Hansen and Roland of Tacoma, Washington. Please forward this information to them. I will wait to hear from them.

Sincerely,

Kristie Rich

Kristie Rich
387 Stage Road
North Bend, OR 97459

c: Rep. Jim Whitty
Sen. Bill Bradbury
Oregon State Highway Department

1985 O.S.H.D. Maint. Station-Jordan 9997
Cr. Sec, I.O.N. Highway in Jordan Valley
(paving)

9997

July 7, 1986

CON 5 - #9997

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

On June 3, 1986, we wrote to you concerning release of final payment on Contract No. 9997 awarded to Idaho Sand & Gravel Co., Inc. for work on the O.S.H.D. Maintenance Station-Jordan Creek Section of the I.O.N. Highway in Malheur County.

The total contract amount is $567,618.70. No work was performed under force account.

George Bell
Assistant Director

cc: Idaho Sand & Gravel Co., Inc.
Route 10, Box 203
Caldwell, ID 83605

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9997

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
9997

TO: Robert Gormsen
Manager, Commission Services

DATE: May 23, 1986

William E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9997 , On Site Work Substantially Completed August 8, 1985

All Work Completed December 6, 1985

Project OSHD Maintenance Station-Jordan Creek

Highway I.O.N.

County Malheur

Type of Work Paving

Contractor Idaho Sand & Gravel Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

Mailed

6/3 surety letter written

fw

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

1997 N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION OSHD Maint. Station-Jordan Creek	WEEK ENDING Feb. 15, 1986
		SECTION PREFIX C09997
	HIGHWAY I.O.N.	COUNTY Malheur
NAME OF JOB	KIND OF WORK Paving	
CONTRACTOR Idaho Sand & Gravel Co., Inc.	CONTRACT NUMBER 9997	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT April 3, 1985	DATE WORK STARTED April 22, 1985	ESTIMATED COMPLETION DATE August 7, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 680,675	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED 86
EXCLUSIVE OF ENGINEERING: $ 626,701	ENGINEERING AUTHORIZATION $ 53,974	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 626,701	ENGINEERING COST TO DATE $ 47,232	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 88 %	DATE PROJECT WAS COMPLETED: August 7, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
0	0	0	0	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.4
MILES PARTIALLY COMPLETED					5.4
MILES COMPLETED					0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)			15,980tn		17,000tn
TOTAL QUANTITIES CORRECTED TO DATE			15,980tn		15,980tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			15,980tn		15,985tn
AVERAGE DAILY QUANTITIES			0tn		0tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			0		0
HOURS PER SHIFT			0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9				
MONDAY 10				
TUESDAY 11				
WEDNESDAY 12				
THURSDAY 13				
FRIDAY 14				
SATURDAY 15				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

CONTR. NO: 999

DATE: Feb. 15, 1986

9 SUNDAY	No activity.
10 MONDAY	No activity.
11 TUESDAY	No activity.
12 WEDNESDAY	No activity.
13 THURSDAY	No activity.
14 FRIDAY	No activity.
15 SATURDAY	No activity.

REMARKS

One man working on semi-final. Semi-final submitted to Region Office on 2-12-86.

FINAL REPORT

SIGNED Hubert E. Shaw LOCATION Ontario

H.E. Shaw, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1985 Br.Cr.(Bridge Creek Road)Br. 9998
Sec, Br.Cr. Road N. of Mitchell
(structure)

C+A 8047 5-17-84

Oregon Department of Transportation
HIGHWAY DIVISION

9998

HIGHWAY DIVISION INVOICE

		AGENCY	CURRENT DOCUMENT NUMBER
		2	146369
YOUR ORDER NUMBER	BILLING REQ. NUMBER	DATE	VENDOR NUMBER
	CA 6006	12-9-87	0000327956-00

Wheeler County
Courthouse
Fossil, OR 97830

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C 09998-000	L02	8027			844010	10	$660.73

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

DESCRIPTION:

Final settlement on BROS-3500 (1 & 2) (Bridge Creek Road)
Contract C09998, Agreement #8047

DESCRIPTION	TOTAL PRICE
Total Project Cost	$116,731.28
Less: Federal Participation	(93,207.19)
Less: State Share of Project Cost	(1,103.32)
Less: Wheeler County Advance Deposit	(21,760.00)
Amount Due From Wheeler County:	$ 660.73

ROGRAM SECTION
AGER ______ OFFICE UNIT ______
FA UNIT ______ PROGRAM UNIT ______
DEC 14 1987
REFER TO ______
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

GL 1140

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

TOTAL AMOUNT DUE $660.73

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Mike Shultz (INVOICE PREPARER) PH. 378-6514

Oregon Department of Transportation
HIGHWAY DIVISION

9998

REQUEST FOR OUTSIDE BILLING
(OR ADVANCE DEPOSIT TRANSFER)

DATE	PURCHASE ORDER NUMBER	BILLING REQUEST NUMBER	AGENCY	CURRENT DOCUMENT NUMBER
12-01-87		CA 6006	02	

BILL TO: VENDOR NUMBER AND SUFFIX 0000327956

Wheeler County
Courthouse
Fossil, Or 97830

T.C.	E.A. SUB JOB	SPEC D	ORG. UNIT	OBJ DET	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09998 000	602	8027			844010	10	660.73

PROGRAM	APP. SYM.	FUND CODE	FUND DETAIL	FUND SOURCE	AMOUNT

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	TOTAL
Final Settlement on BROS-3500(182), (Bridge Cr. Rd.)	
Contract C09998 Agreement No: 8047	
Total Project Cost	$116,731.28
Less: Federal Participation	<93,207.19>
Less: State Share of Project Cost	<1,103.32>
Less: Wheeler County Advance Deposit	<21,760.00>
Amount Due From Wheeler County	$660.73

IF YOU HAVE QUESTIONS ON THIS INVOICE, PLEASE CONTACT:
Mike Shultz PH: 3786514 FOR CORRECTNESS OF CHARGES
OR ______ PH: ______ PREPARER OF INVOICE

SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)

	$ 0
ADVANCE DEPOSIT AMOUNT	$ 0
ADVANCE DEPOSIT PREVIOUSLY TRANSFERRED TO HIGHWAY FUND	$ 0
BALANCE	$ 0
TRANSFER TO HIGHWAY FUND	$ 0
REFUND DUE	$ 0

AMOUNT DUE $ 660.73

SUBMITTED BY
Diane

APPROVED BY

734-1191 (3-86)

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: November 6, 1987

COUNTY: Wheeler AGREEMENT NO: 8047 PROJECT NO: BROS-3500(1&2)

CONTRACT NO: C09998 SECTION: Bridge Cr. (Bridge Cr. Rd.) Br.

PRELIMINARY ENGINEERING PREFIX C235-1966:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 16.35	$
Final Design	1,858.72	
Traffic Section	55.27	
Location Section	106.20	
Program Section	94.63	92.90
Administrative Services	75.92	
Environmental	2,003.64	17.94
Structural Foundations	3,936.00	
Free Bridge Design	4,351.81	
Free Specifications	1,166.04	
Surface Design Engineer	27.53	
Hydraulics	2,404.97	
Archaeological Salvage	1,160.03	
Total P.E. Cost	$ 17,257.11	$ 110.84
Less Free Bridge Design & Specs.	(5,517.85)	
Total P.E. Cost to County	$ 11,739.29	$ 110.84

CONSTRUCTION PREFIX C235-1040 & C09998:

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 90,393.70	$
Interest on Final Payment		111.45
Field Engineering	4,610.58	
Program Section	94.35	
Technical Services	597.68	
Materials Lab	3,194.09	
Construction Section	234.83	
Region Engineer's Office	126.65	
Total Construction Cost	$ 99,251.88	$ 111.45

SUMMARY

Participating P.E. Cost	$ 11,739.29
Participating Const. Cost	99,251.88
Total Participating Cost	$ 110,991.17

FEDERAL FUNDS

P.E. (80%)	$ 9,391.43	
Const. (80%)	79,401.50	(88,792.93)
Subtotal		$ 22,198.44
Plus Non Participating County Cost		222.29

Less County's Advance Deposits:

P.E. AD #84-39	$ 3,160.00	
Const. AD #85-20	14,800.00	
Const. AD #85-26	3,800.00	(21,760.00)
BALANCE DUE FROM COUNTY		$ 660.73

MKS:bkw

9998

11-4-87

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PAGE     2

                 JOB COST SUMMARY RUN ON  11-04-87
              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                    PAYROLL CHARGES ARE LOADED
                  CHARGES ARE CURRENT TO 10/30/87

                                   CREW
EA          ACTIVITY OBJ-DETAIL NUMBER        CURRENT       BALANCE TO
--          -------- ---------- ------         MONTH           DATE
                                              -------       ----------
ACTIVITY    929
                                                                        127.85 SUBTOTAL

C09998    940      001        8215                           94.97
C09998    940      001        8221                           14.55
C09998    940      001        8240                           42.96
C09998    940      551        0825                          538.00
C09998    940      551        8027                        1,820.00
C09998    940      551        8213                          202.00
C09998    940      551        8214                           70.00
C09998    940      551        8215                          192.00
C09998    940      551        8235                           78.00
ACTIVITY    940
                                                                      3,052.48 SUBTOTAL
EA          C09998 TOTAL
                                                                     99,171.18

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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PAGE      1

                    JOB COST SUMMARY RUN ON  11-04-87
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 10/30/87

                                     CREW      CURRENT      BALANCE TO
EA         ACTIVITY  OBJ-DETAIL     NUMBER      MONTH          DATE
--         --------  ----------     ------     -------     ----------
C09998                              8027                     1,113.18 ***
C09998               146            8008                        34.97
C09998               146            8027                        93.24
C09998               199            8027                         -.05
C09998               300            8027                    90,393.70
C09998               349            8027                       102.22
C09998               504            8027                         5.40
C09998               550            8214                        16.00
C09998               555            0521                         5.80
C09998               555            0531                         2.64
ACTIVITY                                                                   91,767.10 SUBTOTAL

C09998     010       001            0813                       150.34
C09998     010       001            0821                        49.73
ACTIVITY     010                                                              200.07 SUBTOTAL

C09998     194       194            0100                         6.26
C09998     194       199            0100                         2.97
ACTIVITY     194                                                                9.23 SUBTOTAL  Non participating

C09998     900       001            4000                       155.77
C09998     900       001            4061                       135.10
C09998     900       001            8027                     2,666.08
C09998     900       030            4061                        26.52
C09998     900       030            8027                       363.54
C09998     900       032            8027                        41.54
C09998     900       134            4000                         3.06
C09998     900       146            8027                         1.57
C09998     900       260            8027                        25.00
C09998     900       548            8027                       341.40
C09998     900       550            4061                        28.00
C09998     900       550            8027                        48.80
C09998     900       551            8027                        52.00
ACTIVITY     900                                                            3,888.38 SUBTOTAL

C09998     901       001            7363                        81.90
C09998     901       504            7363                         7.11
ACTIVITY     901                                                               89.01 SUBTOTAL

C09998     920       001            0631                        37.06
ACTIVITY     920                                                               37.06 SUBTOTAL  722

C09998     929       001            7200                       127.85

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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10222
923
111.45

9717

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PAGE    14

                            JOB COST SUMMARY RUN ON  10-27-87
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                               PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 10/24/87

                                                 CREW   MSA          CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--         ------ -------- ---------- ------ -----         -------       ----------
C2351966 000                312        7530                                  1,160.03
OBJ-DETAIL 312                                                               1,160.03

ACTIVITY                                                                     1,160.03 SUB

SUB-JOB     000 SUBTOTAL                                                     1,160.03

C2351966 010     920        001        0600                                     92.90
OBJ-DETAIL 001                                                                  92.90

ACTIVITY    920                                                                 92.90 SUB

C2351966 010     923        134        7500                                     17.94
OBJ-DETAIL 134                                                                  17.94

ACTIVITY    923                                                                 17.94 SUBT

SUB-JOB     010 SUBTOTAL                                                       110.84

C2351966 011                           0100                                 16,549.20 ***
OBJ-DETAIL                                                                  16,549.20

C2351966 011                194        0100                                      6.26
OBJ-DETAIL 194                                                                   6.26

C2351966 011                199        0100
OBJ-DETAIL 199

ACTIVITY                                                                    16,555.46 SUBT

C2351966 011     020        598        7300                                   -210.46
OBJ-DETAIL 598                                                                -210.46

ACTIVITY    020                                                               -210.46 SUBT

C2351966 011     194        194        0100                                     -6.26
OBJ-DETAIL 194                                                                  -6.26

C2351966 011     194        199        0100                                     -2.97
OBJ-DETAIL 199                                                                  -2.97

ACTIVITY    194                                                                 -9.23 SUBT

C2351966 011     920        001        0600                                    -92.90

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
  10-27-87
IL CREW-NUMBER
  LOADED
  10/24/87

        CURRENT          BALANCE TO
D        MONTH              DATE
-       -------          ----------
                           1,160.03
                           1,160.03

                           1,160.03 SUBTOTAL

                           1,160.03

                              92.90
                              92.90

                              92.90 SUBTOTAL

                              17.94
                              17.94

                              17.94 SUBTOTAL

                             110.84

                          16,549.20 ***
                          16,549.20

                               6.26
                               6.26



                          16,555.46 SUBTOTAL

                            -210.46
                            -210.46

                            -210.46 SUBTOTAL

                              -6.26
                              -6.26

                              -2.97
                              -2.97

                              -9.23 SUBTOTAL

                             -92.90

3
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                          JOB COST SUMMARY RUN ON  10-27-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 10/24/87

                                             CREW   MSA          CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----         -------        ----------
OBJ-DETAIL 001                                                                 -92.90

ACTIVITY   920                                                                 -92.90 SUB

C2351966 011      923      134        7500                                     -17.94
OBJ-DETAIL 134                                                                 -17.94

ACTIVITY   923                                                                 -17.94 SUB

C2351966 011      929      001        7200                                    -127.85
OBJ-DETAIL 001                                                                -127.85

ACTIVITY   929                                                                -127.85 SUB

SUB-JOB    011 SUBTOTAL                                                     16,097.08

EA         C2351966 TOTAL                                                   17,367.95


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
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```
 10-27-87
L CREW-NUMBER
LOADED
10/24/87

        CURRENT        BALANCE TO
         MONTH            DATE
        -------        ----------
                           -92.90

                           -92.90 SUBTOTAL

                           -17.94
                           -17.94

                           -17.94 SUBTOTAL

                          -127.85
                          -127.85

                          -127.85 SUBTOTAL

                        16,097.08

                        17,367.95
```

9772 235-1966

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-6-87

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

FEDERAL AID PROJECT NO. BROS-3500(1)

PROGRAM APPROVED (Post)

VOUCHER PERIOD From: 5/23/84 To: 3/05/87

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
17,367.95	17,257.11	80%	13,805.69	13,805.69	-0-

117

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 8/06/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT						
ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	BRIDGE CREEK BRIDGE BRIDGE CREEK ROAD WHEELER COUNTY					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$16,097.08	
	Type Code Y070					
	Archeological Salvage	All Required			$ 1,160.03	
	TOTAL PARTICIPATING PROJECT COST				**$17,257.11**	
	Non Participating Project Cost					
	State	All Required			$ 110.84	
	TOTAL PROJECT COST				**$17,367.95**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 8/06/87.					
	AMOUNT CARRIED FORWARD					

9998

10-28-86

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 117

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-3500-001									
F01815									
AGREEMENT TOTALS	16,293.50	12,946.13	16,182.66	80.00	13,122.73	12,946.13	.00		.00
FED PROJ TOTALS	16,293.50	12,946.13	16,182.66		13,122.73	12,946.13	.00		.00
FEDERAL PROJECT: BROS-3500-002									
F01814									
C09998 -000	7,473.16	2,829.38	10,273.16						
C09998 -001	102.22	.00	.00						
C09998 -011	91,720.68	76,562.80	88,920.68						
C2351040-000	189.33	9.32	189.33						
C2351040-011	2.82	.00	2.82						
AGREEMENT TOTALS	99,488.21	79,401.50	99,385.99	80.00	79,401.50	79,508.79	107.29	B	.00
FED PROJ TOTALS	99,488.21	79,401.50	99,385.99		79,401.50	79,508.79	107.29	B	.00
FEDERAL PROJECT: BROS-3600-005									
F01825									
C2361994-000	29,807.88	17,144.93	29,807.88						
C2361994-011	4,132.63	9,895.07	4,132.63						
AGREEMENT TOTALS	33,940.51	27,040.00	33,940.51	80.00	27,040.00	27,152.41	112.41	B	.00
FED PROJ TOTALS	33,940.51	27,040.00	33,940.51		27,040.00	27,152.41	112.41	B	.00
FEDERAL PROJECT: BROS-3600-006									
F04342									
C2361996-000	86.24	64.35	86.24						
AGREEMENT TOTALS	86.24	64.35	86.24	80.00	32,200.00	68.99	.00		4.64
FED PROJ TOTALS	86.24	64.35	86.24		32,200.00	68.99	.00		4.64
FEDERAL PROJECT: BROS-4000-003									
F00165									
C0061901-000	21,251.10	7,293.85	21,251.10						
C0061901-001	359.99	.00	.00						

9998

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-15-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, Oregon 97310

STATE: Oregon

FEDERAL AID PROJECT NO.: BROS - 3500(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 3/06/85 To: 4/23/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
99363.33 ~~$99,354.10~~	$99,251.88	80%	$79,401.50	$79,401.50	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 9/15/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	BRIDGE CREEK (BRIDGE CREEK ROAD) BRIDGE SECTION COUNTY ROAD WHEELER COUNTY					
	Construction Type Code X080 Bridge					
	Final Contract Payment Summary	Lump Sum			$ 5,050.00	
	Roadwork					
	Final Contract Payment Summary	Lump Sum			21,856.20	
	Structure					
	Final Contract Payment Summary	Lump Sum			63,487.50	
	TOTAL PARTICIPATING CONSTRUCTION COST				$90,393.70	
	Construction Engineering					
	State	All Required			$ 8,858.18	
	TOTAL PARTICIPATING PROJECT COST				$99,251.88	
	Non-Participating Project Cost					
	Interest on Final Payments	All Required			$ ~~102.22~~ 111.45	
	TOTAL PROJECT COST				~~$99,354.10~~ $ 99,363.33	
	Prepared based on Participating Cost as shown on the Federal Billing as of 9/5/86.					
	AMOUNT CARRIED FORWARD					

.9998

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 7-4136	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Wheeler
PROJECT REPORT NUMBER	7-30-86	Project Number BROS-3500(2)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 12, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 103,063.00	$ 99,250.00
Federal funds	$ 82,450.00	$ 79,400.00
Other revisions		

This modification is made for the following reasons:

To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30TH day of JUL, 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry C. Potter

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon July 25, 1986

Federal-Aid Project No. BROS-3500(2)

Bridge Creek (Bridge Creek Road) Section
County Road
Wheeler County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X080
Structure #16731 (Sta. 97+06 to 97+56)

Subtotal of previous Estimate of November 6, 1985	$ 91,250.00
Subtotal	$ 91,250.00
Engineering	8,000.00
Total	$ 99,250.00

Length of Project ------------------ 0.01 miles

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	County Funds
Structure	117	80%	$99,250.00	$79,400.00	$19,850.00
TOTAL			$99,250.00	$79,400.00	$19,850.00

Sub-Job 010 = 0%; Sub-Job 011 = 100%
Contract No. C09998
Prefix: C235-1966
Prefix: C09998

DDB:me

9998

[illegible] COPY N

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-60	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Wheeler
MODIFICATION NUMBER 1	11-15-85	Project Number BROS-3500(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 12 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 93,283.00	$ 103,063.00
Federal funds	$ 74,626.00	$ 82,450.00
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of NOV , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ________________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 6, 1985

FEDERAL AID PROJECT NO. BROS-3500(2)

BRIDGE CREEK (BRIDGE CR. RD.) BRIDGE SEC.
COUNTY ROAD
WHEELER COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
BRIDGE (STR. #16731)(STA. 97+06 TO STA. 97+56)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Loose Riprap Class 700	$ 10.00	600	$ 6,000.00	788	$ 7,880.00
Guardrail, Type 2A (PA #2A)	22.00			150	3,300.00
Guardrail, Type 3 (PA #2B)	32.00			100	3,200.00
Guardrail Anchors, Type 1 (PA #2C)	350.00			4	1,400.00
			$ 6,000.00		$15,780.00

Increase	$ 9,780.00
Subtotal from estimate of April 10, 1985	81,470.00
Subtotal	$ 91,250.00
Engineering	11,813.00
Total	$ 103,063.00

Length of Structure	0.01 mi.
Federal Funds (80%)	$ 82,450.00
County Funds	20,613.00
Total	$103,063.00

Group 1 100%
Contract No. 9998
Prefix: 235-1966 PE
Prefix: C09998
RLC:bkb
Appn Code 117

1442

1

TO BE COMPLETED BY FHWA		STATE OREGON
4-126	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 4-11-85	COUNTY WHEELER PROJECT NO. BROS-3500(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bridge Creek (Bridge Creek Road) Bridge Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-12-85	0.01
OTHER *(Specify)*		

FUNDS PRO RATA 80%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 93,283.00	$ 74,626.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator APR 12 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 10, 1985

FEDERAL AID PROJECT NO. BROS-3500(2)

BRIDGE CREEK (BRIDGE CR. RD.) BRIDGE SECTION
COUNTY ROAD
WHEELER COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X080
BRIDGE (Str. #16731)(Sta. 97+06 to Sta. 97+56)

Mobilization	Lump Sum	All	Lump Sum	$ 4,800.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	250.00
Temporary Barricades	Each	2	50.00	100.00
ROADWORK				
General Excavation	Lump Sum	All	Lump Sum	1,500.00
Toe Trench Excavation	Cu. Yd.	400	8.00	3,200.00
Loose Riprap, Class 700	Cu. Yd.	600	10.00	6,000.00
Filter Blanket	Cu. Yd.	120	10.00	1,200.00
STRUCTURE				
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	500.00
Structure Excavation	Cu. Yd.	260	5.00	1,300.00
Special Wall Backfill	Cu. Yd.	140	15.00	2,100.00
Structural Concrete, Class 3300	Lump Sum	All	Lump Sum	23,000.00
Reinforcement	Lump Sum	All	Lump Sum	5,500.00
4' x 50'/55' Prestressed Slabs	Each	6	4,500.00	27,000.00
Metal Rail with Tubing	Lin. Ft.	113	40.00	4,520.00
				$ 80,970.00

ANTICIPATED ITEMS

Temporary Erosion Control	All Required	$ 500.00
	SUBTOTAL	$ 81,470.00
	Engineering	11,813.00
	TOTAL	$ 93,283.00

Length of Structure -----------	0.01 mi.
Federal Funds (80%) -----------	$74,626.00
County Funds ------------------	18,657.00
TOTAL	$93,283.00

Group 1: 100%
Contract No. 9998
Prefix: 235-1966 P.E.
Prefix: 235-1040

DDB:pf

jc cc: OSHD (Rulien) 9998 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Wheeler	DIVISION Oregon
DATE OF REPORT April 8, 1986	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-3500(2)
COMPLETION DATE (Actual) Sept. 17, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY January 15, 1986	TIME ELAPSED 100 %	CONTRACT TIME September 30, 1985

LOCATION Bridge Creek (Bridge Creek Road) Bridge Section of Bridge Creek Road located approximately 15 miles north of Mitchell

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of toe trench and placement of riprap and filter blanket.

   B. Construction of Bridge No. 16731.
   Length: 50 feet. Width: 23.5 feet.

   C. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: R & RK Wasco Inc.

3. Contract Amount: $82,935.70

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
APR 25 '86
REFER TO
Fredrickson
FOR

NOTED
W. E. SCHWARTZ
Cy
5/1

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr.		SIGNATURE Original signed by G. I. CHRISTIANSON	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

January 30, 1986

CON 5
#9998

Contractors Bonding & Insurance Company
P.O. Box 12053
Portland, OR 97212

Contract No. 9998 awarded to R & R K Wasco, Inc. for the Bridge Creek (Bridge Creek Road) Bridge in Wheeler County was completed on September 25, 1985, and accepted by the State Highway Division on January 15, 1986.

Final payment in the amount of $2,032.26 will be released to the contractor after February 5, 1986. The total contract amount is $90,393.70. No work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: R & R K Wasco, Inc.
121 W. Tenth Street
The Dalles, OR 97058

Contractors Bonding & Insurance Company
1213 Valley Street
Seattle, WA 98109

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
D. D. Allen

9998

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 15, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 9998, On Site Work Substantially Completed September 17, 1985

All Work Completed September 25, 1985

Project Bridge Creek (BridgeCreek Road) Bridge

Highway Bridge Creek Road

County Wheeler

Type of Work Structure

Contractor R & RK Wasco, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Noted

1-30-86 - Surety letter written.

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Bridge Creek (Bridge Cr. Road)

WEEK ENDING: November 2, 1985

SECTION PREFIX: C09998

HIGHWAY: Bridge Cr. Road

COUNTY: Wheeler

NAME OF JOB: Bridge Creek Bridge

KIND OF WORK: Structure

CONTRACTOR: R & RK Wasco, Inc.

CONTRACT NUMBER: 9998

FEDERAL AID PROJECT NUMBER: BROS-3500(2)

DATE OF CONTRACT: April 3, 1985

DATE WORK STARTED: June 26, 1985

ESTIMATED COMPLETION DATE: September 30, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: September 30, 1985

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 93,283.15

EXCLUSIVE OF ENGINEERING: $ 85,136.15

ENGINEERING AUTHORIZATION: $ 8,147.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 80,970.00

ENGINEERING COST TO DATE: $ 8,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: UNDERRUN . . . . 5 %

PERCENT OF AUTHORIZATION . . . . . . 98 %

DATE PROJECT WAS COMPLETED: Sept. 17, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16731	Bent #1	Bent #2	Slabs	Rail			
PERCENT	100	100	100	100	100			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE.... CAE .... RECEIVED LS...... TC......
COE.... OM.... SA...... CC......
OE .... FE ...... CP ......
NOV 05 1985
CA............ PQC............
CAM .... CONSTRUCTION QCS............
EEO........ SECTION FILE..........

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project complete. Work on semi-final as time allows.

Next Week:

Visitors:

Const: 3
Region: 1
File: 1

SIGNED Daniel J. Bayle LOCATION Bend
For Jerry C. Thackery-Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

- 9998

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

September 6, 1985

In Reply Refer to
File No.:

Bridge Creek (Bridge Cr Rd)
Bridge Sec.
Wheeler County
Contract No. 9998

R & RK Wasco, Inc.
121 W. 10th Street
The Dalles, Or 97058

Rex Kniesteadt
General Superintendent

In accordance with the plans, sheet 3, the guardrail on the approaches to the bridge is to be constructed "by other". This has now changed. Wheeler Co. has requested that the guardrail be installed under the contract.

It is my preference to do this work under the terms of a price agreement. Would you submit unit costs for the following.

	Unit Price	Amount
Guard Rail, Type 3 100 Lin Ft	______	______
Guard Rail, Type 2A 150 Lin Ft	______	______
Guard Rail Anchors, Type-1 4 Ea	______	______
Guard Rail End pieces, Type "C" 4 ea	______	______

The rail installation would be in accordance to Section 606 - Guardrail and Barriers, see special provisions attached and plan drawings 2126 and 2126A.

This additional work will not effect the retainage on the progress payment. Additional time, if needed, can be included as a provision in the price agreement.

I apologize for the late date of this work request. Somehow the County did not realize they were expected to do this work. They do not have the ability to install the rail without going to contract.

Thank you for your consideration. I am looking forward to a timely resolution of the matter.

Jerry Thackery

Jerry Thackery
Project Manager

cc: Region
✓Project Management
Construction
Wheeler Co.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
SEP 10 1985
REFER TO ____________
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

Bridge Creek Bridge Section

Special Provisions

SECTION 606 - GUARD RAIL AND BARRIERS

Guard rail shall be constructed in conformance with Section 606 of the Standard Specifications supplemented and/or modified as follows:

606.11 Materials:

Materials shall meet the requirements of the appropriate subsections in Part 700, supplemented and/or modified as follows:

710.04(a) Grading - Grading of posts shall conform to the following:

Douglas Fir shall conform with (1) paragraph 131-b of the current West Coast Lumber Inspection Bureau Grading Rules or (2) paragraph 80.11 of the current Western Wood Products Grading Rules.

Hem Fir shall conform with (1) paragraph 80.10 of the current Western Wood Products Grading Rules or (2) paragraph 131-a of the current West Coast Lumber Inspection Bureau Grading Rules, except that seasoning checks, single or opposite each other are limited to a sum total of 1/2 the thickness.

Pine shall conform with paragraph 80.11 of the current Western Wood Products Grading Rules.

710.09 Guard Rail Anchor Hardware - Delete the first, second and third paragraphs of this subsection and substitute the following:

Cable and fittings for Type I anchor shall conform to the requirements of AASHTO M 30, Class C, for Type II cable. All fittings shall be galvanized in conformance with AASHTO M 111.

9998

6-85

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                      JUNE 1985        PAGE  984
                                                                               FISCAL          GRAND TOTAL
    DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE       TO DATE

 SPRRXING @ SW N DAKOTA ST     CONT NO        FA PROJ NOS RRS 9186001 100                                        STATE
                                 234    1961     296      00 N 9                      64.24CR         514.24CR
                                 234    1961     298      00 N 9                      64.24           514.24
                                 234    1961     901      00 P 1                                      448.32
                                 234    1961     905      00 P 1                                       69.17
                                 234    1961     910      00 P 1                                       47.39
                                 234    1961     913      00 P 1                                        6.50
                                                 TOT      P1                                          571.38
                                              ** JOB TOTALS **             **              **         571.38  **

 SPTC XING @ ROCK CR RD        CONT NO        FA PROJ NOS RRS A670001 100                                        STATE
                                 234    1992     296      00 N 9                                      230.52CR
                                 234    1992     298      00 N 9                                      230.52
                                 234    1992     901      00 N 1                                      310.25
                                 234    1992     905      00 P 1                                       54.60
                                 234    1992     914      00 P 1                                      201.53
                                                 TOT      P1                                          256.13
                                                 TOT      N1                                          310.25
                                              ** JOB TOTALS **             **              **         566.38  **

 BR CREEK(BR CREEK RD)BR       CONT NO      * FA PROJ NOS BR0S3500001 100                                        STATE
                                 235    1966     296      00 N 9      3.60CR    13,239.36CR     13,239.36CR
                                 235    1966     298      00 N 9      3.60      13,239.36       13,239.36
                                 235    1966     901      00 P 1                    19.32           19.32
                                 235    1966     905      00 P 1                 1,858.72        1,858.72
                                 235    1966     906      00 P 1                     8.40           77.53
                                 235    1966     911      00 P 1                    55.27           55.27
                                 235    1966     918      00 P 1                    94.32          106.20
                                 235    1966     920      00 P 1                    94.71          187.53
                                 235    1966     921      00 P 1                   869.94          869.94
                                 235    1966     922      00 P 1                    75.92           75.92
                                 235    1966     923      00 P 1                 1,897.67        2,021.58
                                 235    1966     926      00 P 1                 3,899.77        3,936.00
                                 235    1966     927      00 P 1                 4,274.28        4,274.28
                                 235    1966     929      00 P 1                   423.95          423.95
                                 235    1966     933      00 P 1                    27.53           27.53
                                 235    1966     937      00 P 1                 2,312.44        2,404.97
                                 235    1966     950      00 P 1                   210.46          210.46
                                                 TOT      P1                    16,122.70       16,549.20
                                              ** JOB TOTALS **             **   16,122.70  **   16,549.20  **

 SPRR XING @ DUNDEE-NEWBERG RD CONT NO      * FA PROJ NOS RRO- 005037 100                                        STATE
                                 236    1954     296      00 N 9                                    7,215.95CR
                                 236    1954     297      00 N 9                                      727.20
                                 236    1954     298      00 N 9                                    6,271.20
```

9998

6.25

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
W FORK DAIRY CREEK BRIDGE	CONT NO 9695 * FA PROJ NOS BROS3400009 100							STATE	
	234	1092	201	00 P 1			138,574.49	83	84
	234	1092	201	00 N 1			150.00	84	84
	234	1092	206	00 N 1			40.55	84	84
	234	1092	296	00 N 9		4,187.04	159,000.01CR	83	85
	234	1092	297	00 N 9		810.43	31,511.48	83	85
	234	1092	298	00 N 9		4,997.47CR	127,488.53	83	84
	234	1092	900	00 P 1		12,920.11CR	13,069.49	83	84
	234	1092	900	00 N 1		12,928.73	12,982.55	83	84
	234	1092	903	00 P 1		2,040.16	2,040.16	84	84
	234	1092	920	00 P 1			19.05	83	84
	234	1092	940	00 P 1			2,523.39	83	84
	234	1092	941	00 P 1			1,929.85	83	84
	234	1092	944	00 P 1			521.80	83	84
	234	1092	945	00 P 1			625.25	83	84
	234	1092	948	00 P 1			57.18	83	84
	234	1092	950	00 P 1		334.93CR		83	84
			TOT	P1		11,214.88CR	159,360.66		
			TOT	N1		12,928.73	13,173.10		
			** JOB TOTALS **		**	1,713.85 **	172,533.76 **		
CO PROJ #2 GUARDRAIL	CONT NO * FA PROJ NOS SRS 000S094 100							STATE	
	234	1095	296	00 N 9			531.08CR	77	83
	234	1095	297	00 N 9			53.11	83	83
	234	1095	298	00 N 9			477.97	77	82
	234	1095	900	00 P 1			241.67	77	78
	234	1095	915	00 P 1			274.09	82	82
	234	1095	948	00 P 1			15.32	82	82
			TOT	P1			531.08		
			** JOB TOTALS **		**	**	531.08 **		
BRIDGE CR(BR CR RD) BR	CONT NO 9998 FA PROJ NOS BROS3500002 100							STATE	
	235	1040	296	00 N 9	321.90CR	415.66CR	415.66CR	85	85
	235	1040	298	00 N 9	321.90	415.66	415.66	85	85
	235	1040	900	00 P 1	274.97	274.97	274.97	85	85
	235	1040	920	00 P 1	.26CR	57.29	57.29	85	85
	235	1040	942	00 P 1	141.61	141.61	141.61	85	85
	235	1040	944	00 P 1	100.82	469.83	469.83	85	85
	235	1040	945	00 P 1	.19CR	42.83	42.83	85	85
	235	1040	946	00 P 1	126.65	126.65	126.65	85	85
			TOT	P1	643.60	1,113.18	1,113.18		
			** JOB TOTALS **		643.60 **	1,113.18 **	1,113.18 **		
SPRRXING-DUNDEE-NEWBERG RD	CONT NO * FA PROJ NOS RRO 000S037 100							STATE	
	236	1082	270	01 P 1			56,568.21	81	83

SALEM BRANCH OFFICE
525 TRADE STREET, S.E
SALEM, OREGON
97312

TELEPHONE (503) 373-8383

SAIF CORPORATION

May 13, 1985

Account No: 419448,S

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RECEIVED
MAY 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RE: Subcontractors of Governmental Agencies

Dear Mr. Gormsen:

A recent opinion issued by the Department of Justice of the State of Oregon exempts all state and local governmental agencies from the "subcontractor" section of the Oregon Workers' Compensation Law (ORS 656.029). That section of the law imposes rules and joint declaration requirements for determining when a subcontractor is to be covered by workers' compensation insurance as a subject worker of the person letting the contract.

Since the requirements provided in that section do not apply to governmental agencies, it is necessary to use other guidelines for governmental agencies to determine whether a subcontractor is to be covered as a subject worker and whether workers' compensation insurance premiums are required. There are two categories of subcontractors to consider, those having their own workers' compensation insurance policy and those without a policy. For those having a policy, the agency should ask the subcontractor to have his insurance carrier provide a certificate of coverage which provides for notification if the policy is canceled.

If the subcontractor does not have a policy, the following questions may be used to determine whether premiums are required. If the governmental agency can answer "yes" to all the following questions developed from legal cases, the subcontractor and the amounts paid for the labor portion of the contract would not need to be reported for premium purposes:

1. Does the subcontractor perform services for others?

2. Does the subcontractor work without the direction and control of the governmental agency?

3. Does the subcontractor furnish all supplies and equipment and make repairs on equipment at his or her own expense?

no longer need to file
this form with SAIF
or even do form

NOTED
FRAN NEAVOLL

4. Does the subcontractor determine his or her own hours of employment?

5. Does the subcontractor advertise?

6. Is the type of work in question generally performed outside of an employer/employee relationship?

7. Is the nature of the work considered a separate operation, and does it allow the subcontractor to pass along his or her costs of doing business to the ultimate consumer?

If you have any questions or need additional information about the status of subcontractors, please feel free to contact your local SAIF branch office or SAIF's Underwriting Division in Salem.

Sincerely,

Carolyn S. Ensor

Carolyn S. Ensor
Underwriter
Salem Branch Office
Telephone: 373-8424

CSE:mam/3066U/05/09/85

RECEIVED
MAY 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DECLARATION OF INDEPENDENT CONTRACTOR STATUS

An agreement has been entered into on May 2, 1985 by and between the State of Oregon, by and through its Department of Transportation, Highway Division, hereinafter referred to as "Department" and R & R K Wasco, Inc. hereinafter referred to as "Contractor." Contractor was awarded on April 3, 1985, Contract No. 9998 for structure on the Bridge Creek (Bridge Creek Road) Bridge Section of Bridge Creek Road in Wheeler County. The work to be done under the contract shall be completed before September 9, 1985.

This declaration is duly executed and is being filed with the State Accident Insurance Fund Corporation in compliance with Oregon Laws 1979, Chapter 864. The Department and Contractor hereby declare that the work to be performed and services to be rendered by the Contractor pursuant to said agreement are being so rendered as services of an independent contractor.

The contractor certifies that Contractor understands that the signing and filing of this declaration precludes Contractor from receiving benefits under the Worker's Compensation Laws of the State of Oregon for any injuries incurred in the performance of this agreement, unless coverage has been individually obtained by Contractor pursuant to ORS 656.128. The Contractor also certifies that he is working without the assistance of others.

H S Coulter
H. S. Coulter, State Highway Engineer
Department of Transportation
Transportation Building
Salem, OR 97310
SAIF Account No. 9300-98

R & R K Wasco, Inc.
121 West Tenth Street
The Dalles, OR 97058

SAIF
SALEM BRANCH
MAY 0 9 1985

Rex Kniesteadt
Rex Kniesteadt, President

543 32 3150
Social Security #

Reva Kniesteadt
Reva Kniesteadt, Secretary

515-28-3775
Social Security #

SAIF +5· 7·85

9998

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.:
DES 16

May 7, 1985

R & R K Wasco, Inc.
121 West 10th Street
The Dalles, OR 97058

RE: OSHD Permit No. 431
Bridge Creek Section
Bridge Creek Road
Wheeler County

We sent the enclosed Division of State Lands application to the above address on April 8, 1985. The post office returned the envelope April 15. On April 15th we sent to the forwarding address - p. o. box number - supplied. This was returned on May 1st. On May 1st we sent to a Route 1, Box 23A, Ione, Oregon address and have yet to receive the application returned to us which is required by the Oregon Division of State Lands.

Enclosed is another copy of the permit application on which we need your company phone/message phone number, the name and phone number of your project supervisor and your signature and date signed.

Duane O. Christensen
Road Design Engineer

By

John R. Marks
John R. Marks
Final Project Coordinator

JRM:bn
Atch.

cc: Commission Services
C. O. Fredrickson
Dale Allen, Region Engr
Jerry Thackery, Project Mgr

Form 734-3122

April 12, 1985

R. & R K Wasco, Inc.
121 West Tenth Street
The Dalles, OR 97058

CON 5
#9998

Gentlemen or Ladies:

On April 10, 1985, we received two copies of Contract No. 9998 for structure on the Bridge Creek Bridge Section of Bridge Creek Road in Wheeler County.

On the last page of the contract you filled out #3 on the Workers Compensation Coverage form which states that you are an independent contractor and will perform all work under this contract without the assistance of others.

Since you will be performing all the work yourself, it is required that you sign a Declaration of Independent Contractor Status form. This declaration will then be signed by the State Highway Engineer and subsequently filed with the State Accident Insurance Fund Corporation.

Please sign all three copies where indicated, enter your Social Security number and return to 121 Transportation Building, Salem, OR 97310. Your signed copy of this form will be sent back to you with your copy of the fully executed contract.

It would be appreciated if you could take care of this matter as soon as possible since we must hold up execution of the contract until we receive this form.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachments

bc: C. O. Fredrickson
Bruce Walton
Dale Allen
Jerry Thackery

SLP:js

DECLARATION OF INDEPENDENT CONTRACTOR STATUS

An agreement has been entered into on ______________________ by and between the State of Oregon, by and through its Department of Transportation, Highway Division, hereinafter referred to as "Department" and R & R K Wasco, Inc. hereinafter referred to as "Contractor." Contractor was awarded on April 3, 1985, Contract No. 9998 for structure on the Bridge Creek (Bridge Creek Road) Bridge Section of Bridge Creek Road in Wheeler County. The work to be done under the contract shall be completed before September 9, 1985.

This declaration is duly executed and is being filed with the State Accident Insurance Fund Corporation in compliance with Oregon Laws 1979, Chapter 864. The Department and Contractor hereby declare that the work to be performed and services to be rendered by the Contractor pursuant to said agreement are being so rendered as services of an independent contractor.

The contractor certifies that Contractor understands that the signing and filing of this declaration precludes Contractor from receiving benefits under the Worker's Compensation Laws of the State of Oregon for any injuries incurred in the performance of this agreement, unless coverage has been individually obtained by Contractor pursuant to ORS 656.128. The Contractor also certifies that he is working without the assistance of others.

____
H. S. Coulter, State Highway Engineer
Department of Transportation
Transportation Building
Salem, OR 97310
SAIF Account No. 9300-98

R & R K Wasco, Inc.
121 West Tenth Street
The Dalles, OR 97058

_________________________ _________________
Rex Kniesteadt, President Social Security #

_________________________ _________________
Reva Kniesteadt, Secretary Social Security #

April 1, 1985

PRO

The Honorable Lee Hoover
Judge, Wheeler County
Courthouse
Fossil, OR 97830

Dear Judge Hoover:

Subject: Bridge Creek (Bridge Creek Road) Bridge
Project No. BROS-3500(2)
Wheeler County

On March 28, 1985 the State Highway Division received a satisfactory bid from R&R K. Wasco Inc., 121 W. 10th Street, The Dalles, OR 97058 on the subject project.

This project is a Highway Bridge Replacement (HBR) project and per Agreement No. 8047 and our local government agreement, the County is requested to deposit the balance of their share of the remaining construction cost as computed below.

Contractors Bid	$ 80,970.00
Anticipated Items	500.00
SUBTOTAL	$ 81,470.00
Contingencies (4-1/2%)	3,666.15
Engineering (10%)	8,147.00
TOTAL CONSTRUCTION COST	$ 93,283.15
Less Federal Funds (80%)	(74,626.52)
Less Counties Advance Deposit Const. (65%) AD #85-20	(14,800.00)
County's Remaining Balance	$ 3,856.00
ADVANCE DEPOSIT	$ 3,800.00

We will award the contract when we receive Commission approval.

Please submit your supplemental deposit of $3,800.00 by April 19, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

Received
4-17-85
MKS

MKS:me
Attachments
bcc: w/AD #85-26 John Hagedorn, Region 4
Vern Skoog - Please return completed AD #85-26 when advance deposit is received.

9998

March 11, 1985

PRO

The Honorable Lee Hoover
Judge, Wheeler County
Courthouse
Fossil, OR 97830

Dear Judge Hoover:

SUBJECT: Bridge Cr. (Bridge Cr. Rd.) Br.
Project # BROS-3500(2)
Wheeler County

On March 28, 1985 a bid will be taken by the Highway Division on the subject project. This project is a Highway Bridge Replacement (HBR) Project and as per Agreement No. 8047 and our Local Government Agreement, the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

Estimated Total Construction Cost	$113,800
Less Federal Funds (80%)	(91,040)
County's (20%) Share	22,760
65% of County's Share & Advance Deposit	$ 14,800

We will award the contract when we receive your advance deposit in the amount of $14,800 and the DBE/WBE Goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

CK
Received
3-28-85
MKS

MKS:pf
Attachment

bcc w/AD #85-20: John Hagedorn, Region 4
Vern Skoog-Please return completed AD #85-20
when advance deposit is received.

Con 19-14
Bridge Cr.

rll

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3500(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40207

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 8 '85
REFER TO Potter
FOR
Info | Answ | R/D | D/R | Sign | Act | File

Orig to 3/8

7. DATE AUTHORIZATION EFFECTIVE 3/6/85

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Bridge Creek (Bridge Creek Road) Br #69C01-014-01120

11. GENERAL DESCRIPTION OF WORK
Advertise for Bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 3/4/85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $115,000; Federal Funds $92,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 2/7/85 that provision of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 3/6/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

91.1 CON 19-1

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ON

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3500(1) xBridge Cr.

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40207

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/26/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Bridge Creek Road Bridge No. 69C01-014-01120

11. GENERAL DESCRIPTION OF WORK
Revised date of authorization

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

PR-1240 with authorization date of 9/18/84 is corrected to read 12/26/84 which is the correct date for issuance of the FONSI.

RECEIVED
STATE HWY ENGR
JAN 31 '85
REFER TO Potter
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Orig. to
2/5

14. DATE 1/29/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 19-1
Bridge
Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

JAN 2 0 1985

To Reviewers of the Environmental Assessment:

The Bridge Creek (Bridge Creek Road) Bridge Environmental Assessment was released on October 11, 1984, for a forty-five day review and comment period. The document was circulated to the public and to federal, state, and local agencies. An opportunity for a public hearing was given and a notice appeared in the local newspaper.

One comment was received during the public review period. The Oregon Department of Fish and Wildlife repeated construction conditions that have been covered on page seven of the Environmental Assessment. A public hearing was not requested.

Two alternatives were considered in the document: the Build Alternative and the No-Build Alternative. The Build Alternative as described in the Environmental Assessment is now considered the Selected Alternative for this project.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310

RECEIVED
JAN 24 1985
ROAD DESIGN
SECTION

1 RDM
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BPC
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Return To
B/U / /

CMG:dm

NOTED
T. SCOFIELD

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

for

Oregon Project BROS-2500(1)
Bridge Creek Bridge
Wheeler County

The FHWA has determined that this project will not have a significant impact on the human environment. This finding is based on the attached environmental assessment which has been independently reviewed by the FHWA and found to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

12/26/84
Date

Robert B. Hathaway
Robert B. Hathaway
Asst Division Administrator
Oregon Division
Salem, Oregon

CON 17-1

Bridge Cr.

JAN 11 '85

REFER TO Hart

FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓						

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Division of Ecological Services
Portland Field Office
727 N. E. 24th Avenue
Portland, Oregon 97232

Reference: ES:cc

cc Christensen 1-14-85

January 9, 1985

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Sir:

The Fish and Wildlife Service has reviewed the project plans proposed for authorization under a General Permit. No significant adverse effects on fish and wildlife, their habitats, or human uses thereof are expected to result from the proposed work or activity. Therefore, the Service has no objection from the standpoint of fish and wildlife to the issuance of permits related to this notice, provided the applicant adheres to all conditions and requirements specified by the Oregon Division of State Lands.

Type of Permit: Section 404 of the Clean Water Act of 1977 (P.L. 95-217)

General Permit No.	State Permit No./Date	Applicant Name	Due Date
071-OYA-4-003272		Bridge Creek Road	

Other Bureaus of the Department of the Interior do not expect to submit comments on this notice at this time.

Sincerely yours,

Roger E. Bordentrante
for Russell D. Peterson
Field Supervisor
Acting for U.S. Department of
the Interior Coordinator

cc:
EPA
NMFS
ODFW
DEQ
DSL

Con 14-4. [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
DEC 24 '84
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

In Reply Refer to File No.: ENV 3

December 18, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Finding of No Significant Impact (FONSI)
Bridge Creek Bridge
Bridge Creek Road
Wheeler County
BROS-2500(1)

Dear Mr. Wilken:

Enclosed is the Environmental Assessment previously approved for the subject project. Since no new review comment was received on the Environmental Assessment, and no hearing was held, the document remains unchanged from the previously approved and circulated version. It is our intent, therefore, to circulate only the enclosed summary letter, which concludes the project review and selection process, and the prospective FONSI.

I concur with the conclusion of the Environmental Assessment that no significant impacts on the environment will result from implementing the proposed project.

If you agree, please make a separate written Finding of No Significant Impact (FONSI) incorporating the Environmental Assessment, as required by 23 CFR 771.121.

Please return the FONSI when it has been signed for our use in notifying the state clearinghouse and the public of the decision.

Sincerely,

ORIGINAL SIGNED BY
CAM GILMOUR
Campbell M. Gilmour, Manager
Environmental Section

NOTED
H.S. COULTER

CMG:lm
Attachments
bc: H. S. Coulter
E. S. Hunter
Bob Pool
D. O. Christensen
G. A. Potter
Dale Allen
Eb Engelmann
Ingrid Saltvold

Form 734-3122

CON 17-1,
Bridge Cr.

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: December 13, 1984

FROM: Campbell M. Gilmour, Manager
Environmental Section Cam

SUBJECT: Revised Environmental Assessment
Bridge Creek Bridge
Bridge Creek Road
Wheeler County

The subject document has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. Since no new review comment was received on the Environmental Assessment, and no hearing was held, the document remains unchanged from the previously circulated version. The document concludes that the project will not have environmental impacts of sufficient magnitude to warrant the processing of an environmental impact statement.

If you agree, please sign below and return it to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

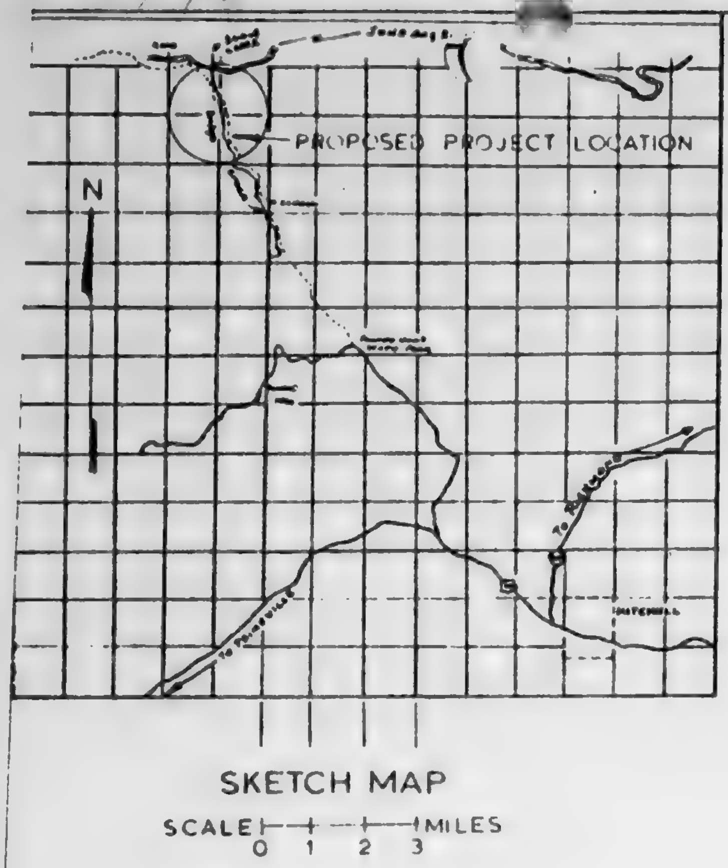
12-14-84 ES Hunter Concur
Date
E. S. Hunter
Assistant State Highway Engineer

CMG:lm

Attachment

cc: J. H. Versteeg
F. E. Terpin
G. A. Potter
Dale Allen

81-125-1387


PROPOSED PROJECT LOCATION
N

SKETCH MAP

SCALE 0 1 2 3 MILES

APPROVED BY WHEE COUNTY COURT

Albert Lee Hoover

Judge, Wheeler County

H. John Asher

Wheeler County Commissioner

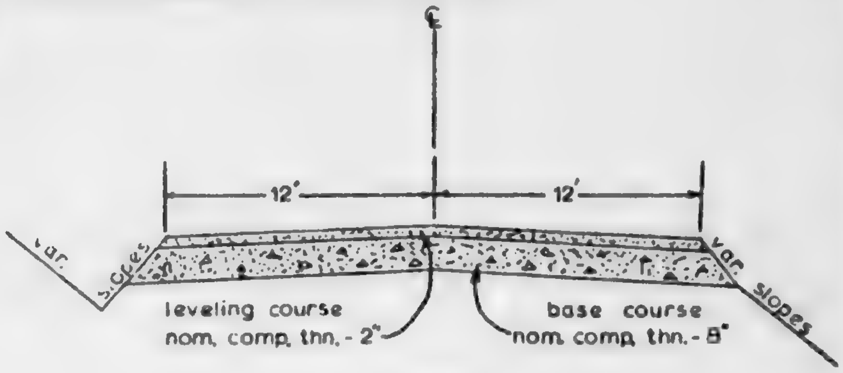
Robert O. Kingsbury

Wheeler County Commissioner

November 7, 1984

Date

IRRIG


℄
12'
12'
var. slopes
var. slopes
leveling course
nom. comp. thn. - 2"
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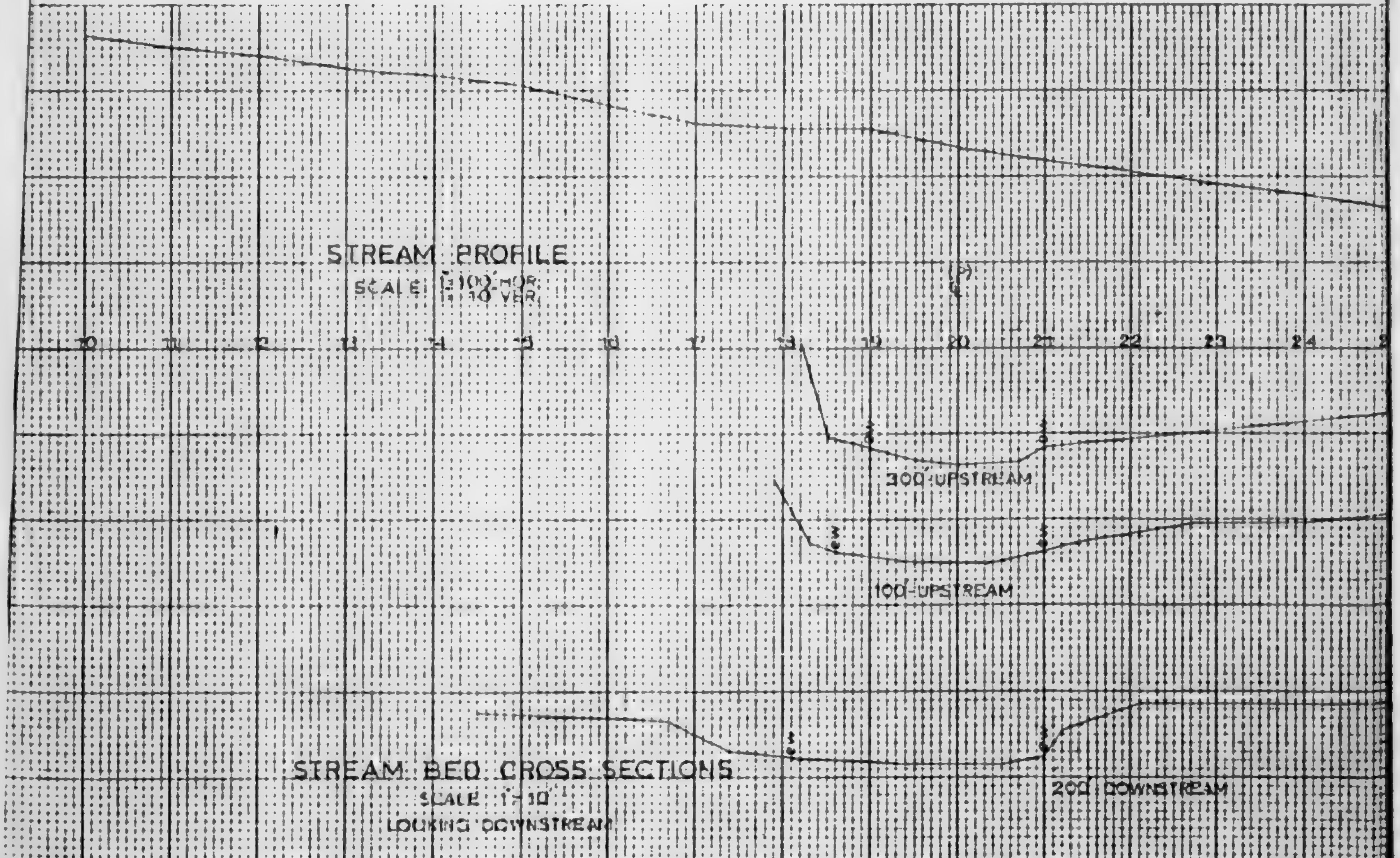
nom. comp. thn. - 8"

TYPICAL
ROADWAY SECTION
AT BRIDGE SITE



STREAM PROFILE
SCALE 1:100 HOR.
1:10 VER.

STREAM BED CROSS SECTIONS
SCALE 1-10
LOOKING DOWNSTREAM

CLN 19-4
[illegible]

VICTOR ATIYEH
GOVERNOR

Executive Department
155 COTTAGE STREET NE., SALEM, OREGON 97310

ENVIRONMENTAL SECTION
November 13, 1984

November 6, 1984

cc: E. S. Hunter
G. A. Potter
J. H. Versteeg
F. E. Terpin
W. J. Hart
Dale Allen
John Hagdorn
Richard Nelson
Dale Wilken

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310

NOTED
E. S. HUNTER

SUBJECT: Bridge Creek Bridge (Bridge Creek Road)
OR841011-010-4

Thank you for submitting the Environmental Assessment for State of Oregon review and comment.

Your Environmental Assessment was referred to the appropriate state agencies for review. No pertinent comments were received on this project.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Dolores Streeter

Dolores Streeter
Clearinghouse Coordinator

DS:bm
cc:Dale E. Wilken, FHWA

RECEIVED
STATE HWY ENGR
NOV 14 '84
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

OREGON INTERGOVERNMENTAL PROJECT REVIEW

State Clearinghouse
Intergovernmental Relations Division
155 Cottage Street N. E.
Salem, Oregon 97310

Phone (503)378-3732 or Toll Free in Oregon 1-800-422-3600

STATE CLEARINGHOUSE REVIEW ADDENDUM

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: BRIDGE CREEK BRIDGE (BRIDGE CREEK ROAD)

PROJECT NUMBER: OR841011-010-4

DATE: November 7, 1984

The State Clearinghouse has received additional comments from

Oregon Department of Fish and Wildlife

subsequent to our conclusion letter of November 6, 1984.

Please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) The Clearinghouse is forwarding a copy of this letter and enclosure to the federal funding agency.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

IPR #10

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

NOV 7

PNRS STATE REVIEW

Project #: OR 841011-010 4 Return Date NOV 02 1984

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. ✓ (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By Tony Faast

PNRS #2 Phone Number 229-5679

Oregon Department of Fish and Wildlife
Comments: OR 841011-010-4
Bridge Creek Bridge - ODOT

The Oregon Department of Fish and Wildlife has no objection to the Bridge Creek Bridge Project in Wheeler County providing the following conditions are observed during construction:

1). Work confined to low flow period.

2). Adequate measures are taken to minimize turbidities which could arise during construction.

3). No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).

4). Soils disturbed by the project are stabilized and revegetated.

5). All project debris is removed from the stream.

6). Please coordinate the planning and implementation with our District Fish Biologist.

Contact:

Errol Claire
District Fish Biologist
P.O. Box 9
John Day, OR 97845
(503) 575-1167

7771

STATE OF OREGON

INTEROFFICE MEMO

TO: D. D. Allen
Region 4 Engineer

DATE: October 23, 1984

DES 23
16731

FROM: ORIGINAL SIGNED
J.M. TINDALL
John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Bridge Creek (Bridge Creek Road) Bridge Section
Wheeler County
BR 16731

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 24 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ✓ FILE ✓

Attached are six reduced prints of Drawings 40047, 40048 and 40049 which are the advance detail drawings for this structure. Also attached are four reduced prints of the vicinity map, Drawing 39458, and one copy of the foundation report which has the hydraulic report in the appendix.

Note that concrete bridge approach panels have not been included in this project.

Our present estimate of costs for the proposed contract is:

Roadwork	$ 35,000
Structure	83,000
Engineering & Contingencies	23,000
TOTAL	$141,000

It is planned to call for bids on this project as soon as possible.

Four copies of the advance plans and vicinity map plus the copy of the foundation report are for your use in obtaining the approval of Wheeler County. Return one set to this office as soon as possible stamped with the appropriate approval.

Please make a field review with the other sets and return one set by November 15, 1984 with comments and corrections noted.

JMT:jrb

Attachments

cc: Ray Gage, Wheeler County Roadmaster /w/ 2
H. A. Schell, FHWA /w/ 2 + 1 copy of foundation report
Specifications /w/ 1 + estimate sheet (unchecked) and designer's notes (Free County design)
Road Design /w/ 1
✓ Program Section /w/ 1
Environmental (M. Banks) /w/ 1
Construction /w/ 1
Utilities /w/ 1
W. W. Robertson, Project Manager /w/ 1

81-125-1387

Con 19-7
Bridge

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

October 9, 1984

NOTED
E. S. HUNTER

Executive Department
Intergovernmental Relations Division
155 Cottage Street N.E.
Salem, OR 97310

RE: Environmental Assessment
Bridge Creek Bridge
(Bridge Creek Road)
Wheeler County
District No. 10
BROS-3500(2)

In accordance with the Council on Environmental Quality regulations for implementing the National Environmental Policy Act of 1969 (Public Law 91-190), attached are copies of the Environmental Assessment for your review and comment.

Your reply upon receipt of this Environmental Assessment is anticipated within the 30 day period established by the Council on Environmental Quality.

If you need additional information concerning this project, please contact the Environmental Section, Oregon State Highway Division, 324 Capitol Street N.E., Salem, OR 97310.

Sincerely,
ORIGINAL SIGNED BY
EB ENGELMANN
Campbell M. Gilmour, Manager
Environmental Section

RECEIVED
STATE HWY ENGR
OCT 10 '84
REFER TO
FOR

CMG:lm

Attachments (15)

bc: D. E. Wilken
E. S. Hunter
Wayne Cobine
Dale Allen
Harry Oswald

Form 734-3122

CCN 19-A
Bridge Cr.

kke

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: BROS-3500(1)

2. STATE PROJECT NO.: See below

2A. COUNTY NAME: Wheeler

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 40207

7-21-01

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE: 9/18/84

8. FEDERAL ROUTE NUMBER: Non Federal Aid

9. STATE ROUTE NUMBER: County Road

10. GENERAL LOCATION:
Bridge Creek (Bridge Creek Road) Bridge #69C01-014-01120

11. GENERAL DESCRIPTION OF WORK:
PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $13,000 - F.F. $10,400
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS:
FONSI issued 9/18/84.

RECEIVED
STATE HWY ENGR
SEP 27 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE: 9/26/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K. Hessner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9998

9-12-84

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BROS-3500(2)

BRIDGE CREEK (BRIDGE CREEK ROAD) BRIDGE
BRIDGE CREEK ROAD
WHEELER COUNTY

ENVIRONMENTAL ASSESSMENT

Submitted pursuant to 42 USC 4332(2)(c)

U.S. Department of Transportation
Federal Highway Administration
and
Oregon Department of Transportation

9-12-84 J H [illegible] for
Approval Date E. S. Hunter, Assistant State Highway Engineer

9/18/84 Robert B. Hathaway
Approval Date Federal Highway Administration Official

The following persons may be contacted for further information:

Dale E. Wilken
Division Administrator
Federal Highway Administration
530 Center Street N.E.
Salem, OR 97301
(503) 399-5749

Campbell M. Gilmour
Manager, Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310
(503) 378-8486

ENVIRONMENTAL ASSESSMENT
(Short Form)

A. **Project Identification:**

Date July 10, 1984

City N/A Hwy No. Co. Road 14

Section Bridge Creek (Bridge Creek Road) Bridge

Beginning M.P. 11.0 Length 0.3 mile

Program Estimate $120,000 (1983 est.)

Highway Co. Rd. #14 (Bridge Creek Road)

Funding Source Emergency Highway Bridge Replacement for the structure and county funds for the road

County Wheeler

Region 4

Prefix 235-1966

Map (Location, please attach)
Figure 1, Project vicinity in Wheeler County, Oregon, and Figure 2, Project Location, are both attached.

B. **Descriptions:**

	Existing Facility	Proposed Facility
Right-of-Way Width	60'	60'
Number of Traffic Lanes	2/11' lanes	2/12' lanes
Median (Yes/No:Type)	No, gravel road	No, gravel road
Shoulders	N/A (gravel road)	N/A (gravel road)
ADT (Volume and Year)	50 ADT (1983)	No change
Alignment (New, Combined, Existing)	--	New
Access Control (Complete, limited, none)	None	None
Structures	16'x45' failed timber stringer	Proposed: 24'x60' clearspan, concrete slab
Additional Facilities (Bikeways, curbs, sidewalks, signals, etc.)	N/A	N/A

C. Project Purpose, Description, and Need: Bridge Creek Road serves the local ranches in the area. It is a school bus route for Mitchell School District #55; it is also a mail route. The project will replace the Bridge Creek Bridge, which collapsed in November 1983. As a temporary measure, two railroad cars have been set on the old bridge piers. The proposed project would relocate the bridge about 0.3 miles upstream from the present bridge site. This would eliminate two sharp curves, especially a sharp 90 degree turn that now exists at the east approach to the present bridge.

D. Project Alternatives: The proposed project would be a bridge replacement at a new location, about 0.3 miles upstream from the old bridge site. About 2000 feet of gravel road on a new alignment would also be built. This would straighten two sharp curves that presently exist along the road.

The No-Build Alternative would continue to use the railroad flat cars which were considered a temporary, emergency bridge replacement. The two sharp curves would also not be straightened out.

Replacing the bridge at or near its present location would not eliminate these two curves.

E. Economic, Residential, and Right-of-way Impacts:

Acres	About 3 acres
Estimated Number of Parcels	One
Residential Relocation (No.)	None
Business Relocation (No.)	None

Describe: The landowner has agreed to donate land for the new 60 foot right-of-way. The present 60 foot right-of-way would eventually be a quit claim and revert back to farmland and private ownership. About 0.5 of an acre less for right-of-way will be needed for the new alignment.

Because there are no homes or business buildings within this rural project area, there are no direct residential or business impacts. Indirectly, access for farm vehicles will be improved by the straightening of the two curves.

F. Type of Land Use, Zoning, etc. Impact on Land Use, Including Consistency With Comprehensive Plan: The Wheeler County Comprehensive Plan was acknowledged in June 1984. Both the present zoning and future planned land use are designated as Exclusive Farm Use, with a 160 acre minimum lot size. Presently, the land within the project area is used for grazing. There is an irrigation ditch on the west side of Bridge Creek which can be used to irrigate the lower pasture; the proposed road will cross this and get above the ditch as soon as possible. There are no prime or unique soils in the project area.

Significant Impact: ___ Yes ___ No _X_ Maybe

Road building within Wheeler County's Exclusive Farm Use (EFU) zone may require a Goal 3 Agriculture exception and plan amendment according to Wheeler County's zoning ordinance.

G. Impact on Traffic Volumes, Flow Patterns and Safety: About 50 vehicles per day use this road. It is a school bus route for Mitchell School District #55. Mail is delivered on Tuesdays and Saturdays along this route. Farm vehicles also transport cattle and hay, mainly in the spring and fall. There are no alternative routes for the ranches further up Bridge Creek Road. This project is not expected to increase or decrease future traffic volumes. Safety will be improved with the project. The bridge will be replaced and two sharp curves will be eliminated.

Significant Impact: ___ Yes _X_ No ___ Maybe

H. Impact on Rivers, Streams, Wetlands, Estuarine Lands, Threatened or Endangered Species, or Other Natural Ecological Resources: The Bridge Creek channel is the main wetland present, along with narrow strips of riparian vegetation close to Bridge Creek. As the bridge approaches will be outside of the channel, there will be no long-term stream impacts. Temporary increases in turbidity may occur during construction which will be minimized by erosion control measures.

According to the most recent Flood Hazard Boundary Map (1977), the 100-year flood plain is about 300 feet wide near the proposed bridge site. At the most, fill for the proposed road will occupy 0.2 acres within the flood plain, in a transverse impact. However, the bridge will not be an obstacle to flow during a 100-year flood.

No potential geologic problems or hazards have been identified in the project area.

Initial assessment indicates there will be no effect on proposed or listed species. A request for an Endangered and Threatened Species list has been sent to the Fish and Wildlife Service.

Significant Impact: ___ Yes _X_ No ___ Maybe

I. Impact on Parks, Historic Properties, Archeological Resources, or Other 4(f) Lands, or Scenic Resources: Bridge Creek flows into the John Day River which is designated as a Scenic Waterway. However, this is located at least one-half mile from the project area. The land along this section of the river is also private so there is no public access available.

The Painted Hills Unit of the John Day Fossil Beds National Monument is located about 5 miles south of the project, towards the major east-west highway, Oregon 26.

An archeological survey of the project area was conducted; no archeological sites were found. No historic properties are affected.

Significant Impact: ___ Yes _X_ No ___ Maybe

J. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified.

K. Materials Quantities and Sources. Borrow and Waste Disposal (Including Quantities): The proposed road alignment will require about 1400 cubic yards of base rock and about 600 cubic yards of pit run gravel for the top course. The county will do the grading and surfacing. It is estimated that excavation for the bridge construction will be about 165 cubic yards and the project will require about 550 cubic yards of riprap. Two good prospective rock sources are located within 10 miles of the project. These are both county owned or controlled.

Significant Impact: ___ Yes _X_ No ___ Maybe

L. Consistency of Project with:

1. Clean Air Implementation Plans:

_X_ Attainment Area

___ Non-Attainment Area

2. FHWA Noise Abatement Criteria: There are no homes or ranch buildings within the project area. Burnt Ranch, the closest house to the project, is about one mile away.

3. Water Quality Standards: Construction will be done by permit during low water periods. Little impact is expected to water quality.

M. Permits Required:

1. Federal: A Corps of Engineers 404 permit may be needed if Bridge Creek's flow exceeds 5 cubic feet per second. However, this most likely can be covered under the Highway Division's general permit which covers projects with up to 5000 cubic yards of fill materials.
2. State or County: Division of State Lands Removal/Fill Permit

N. Properties Affected by the Project Which Require Further Investigation Under the Following Environmental Legislation:

	Yes	Maybe	No
1. Endangered Species Act			X
2. Coastal Zone Management Act			X
3. Executive Order 11988 (Flood Plains)			X
4. Executive Order 11990 (Wetlands)			X
5. National Historic Preservation Act, Section 106			X
6. Executive Memorandum (Aug. 1980) Prime and Unique Agricultural Lands			X
7. Section 4(f)			X
8. Estuarine Lands			X
9. Other None			

O. Recommended Project Classification:

Project Class		Documentation
________	I	Draft and Final EIS
________	II	Categorical Exclusion
X	III	Environmental Assessment

Reasons for Proposed Classification: The bridge replacement will be located at a new crossing, about 0.3 miles upstream from the present, temporary bridge. About 2,000 feet of road will also be relocated on a new alignment.

Other Documentation	
No	Wetlands Finding/Analysis
Yes	Endangered Species List
No	Biologic Assessment
Yes	Cultural Resources Survey
No	Section 106 Procedures
No	Section 4(f) Evaluation
No	Section 6(f) Evaluation
Yes	Noise Study Report
No	Indirect Source Construction Permit
No	Navigation Assessment

P. Comments and Coordination:

In January 1984 comments from state agencies were requested through the A-95 clearinghouse process. The following comments were received.

1. "Project has no adverse effect."

   --East Central Oregon Association of Counties
   Post Office Box 1207
   Pendleton, OR 97801

2. "Seed any ground left bare from construction; 15# Ac. pubescent wheatgrass and 2# Ac. yellow sweet clover."

   --OSDA-Division of Soil and Water Conservation.

3. "If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

   Thank you for the opportunity to comment on this project."

   --Division of State Lands

4. "The Oregon Department of Fish and Wildlife has no objection to the Bridge Cr. Bridge Project in Wheeler county, providing the following conditions are observed during construction:

   1) Work confined to low flow period July 1 to Sept. 30.

   2) Adequate measures are taken to minimize turbidities which could arise during construction.

   3) No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).

   4) Soils disturbed by the project are stabilized and revegetated.

   5) All project debris is removed from the stream.

   6) Structure should be a clear span exceeding the cross-section of the old bridge to provide for flash flood water levels.

   7) All approaches should be rip-rapped to prevent washing out of wings.

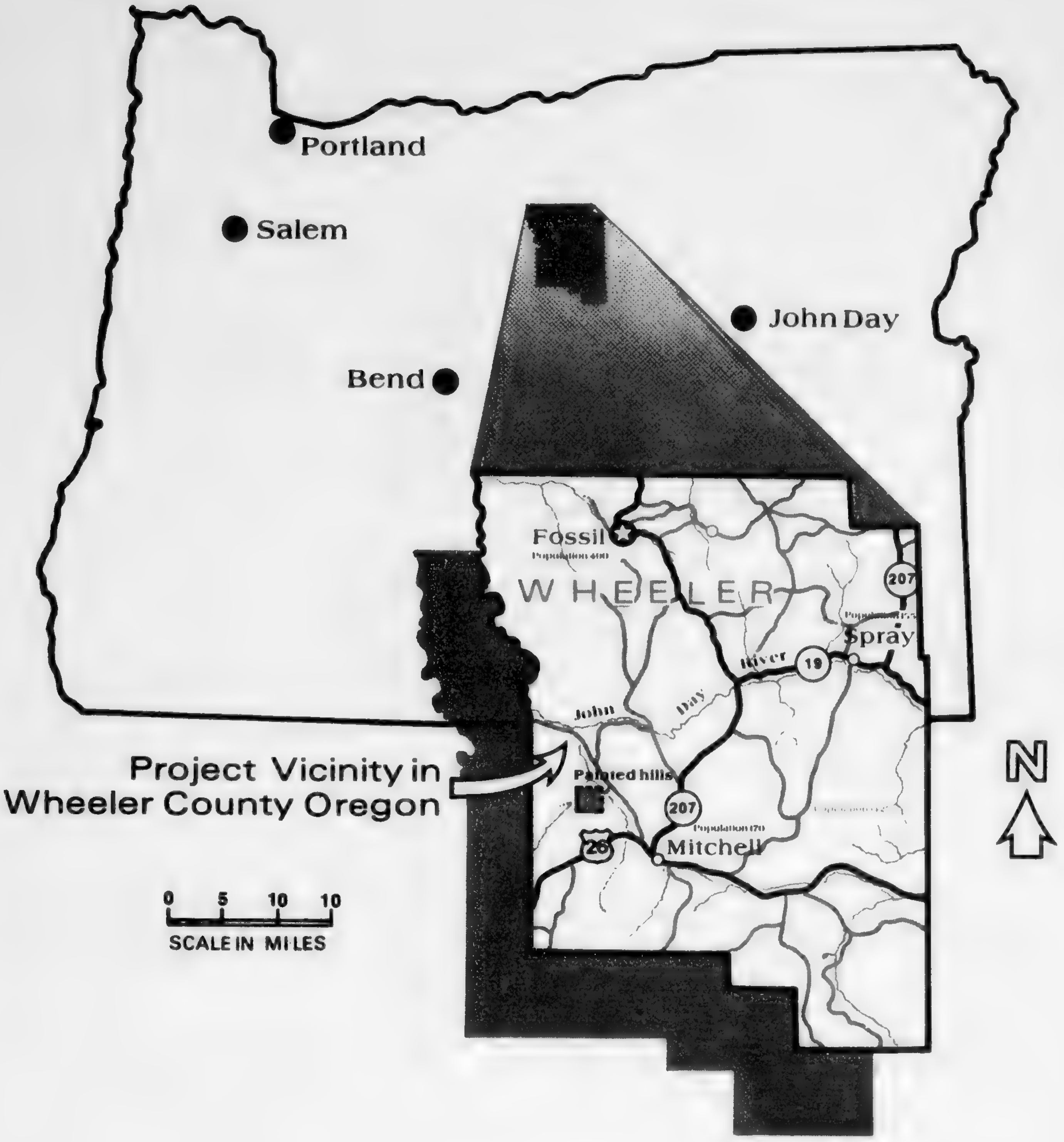
   8) No stream alteration to install structure.

   9) Please coordinate the planning and implementation with our District Fish and Wildlife Biologist.
      Contact: Errol Claire
      District Fish Biologist
      P.O. Box 9
      John Day, OR 97845
      #575-1167"

   --Oregon Department of Fish and Wildlife

As requested, the project will be coordinated with the Oregon Department of Fish and Wildlife. Comments from the Soil and Water Division will be considered during construction. A Division of State Lands Permit will also be obtained.

Planning for this project has been coordinated with Wheeler County, especially with their planning and road departments. The county courthouse is located in Fossil, Oregon. County funds will be used for the road construction. The property owner has agreed to donate the new 60 foot right-of-way.


Portland
Salem
John Day
Bend
Fossil
Population 400
WHEELER
207
Spray
River
19
John
Day
Painted hills
207
26
Population 170
Mitchell
N
0 5 10 10
SCALE IN MILES

Project Vicinity in Wheeler County Oregon

FIGURE 1

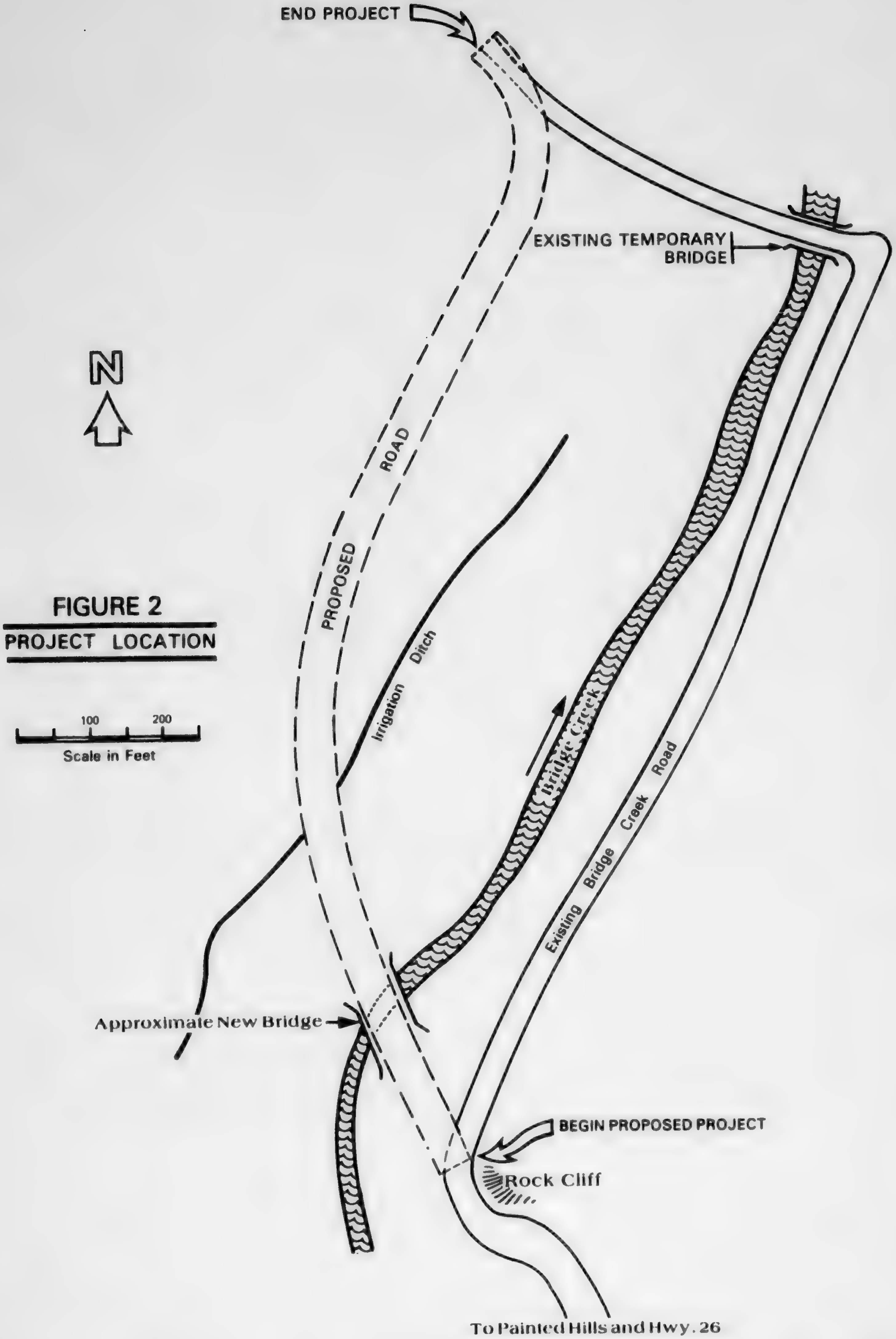


FIGURE 2

PROJECT LOCATION

END PROJECT
EXISTING TEMPORARY BRIDGE
N
PROPOSED ROAD
Irrigation Ditch
Bridge Creek
100
200
Scale in Feet
Existing Bridge Creek Road
Approximate New Bridge
BEGIN PROPOSED PROJECT
Rock Cliff
To Painted Hills and Hwy. 26

9778

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 8

TO: FILES

DATE: August 29, 1984

FROM: Gene M. Finley
Gene M. Finley, P.E.
Hydraulic Design Engineer

SUBJECT: Bridge Creek Bridge
County Road #14
Wheeler County

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ✓ PROGRAM UNIT ____
AUG 30 1984
REFER TO Shultz
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ✓ FILE ✓

The proposed project will replace an existing 45-foot long single-span railroad flatcar bridge. The proposed structure will be located approximately 1500 feet upstream from the existing bridge site. The existing bridge will be used as a detour during construction.

HYDROLOGY

Bridge Creek is a south-north tributary to the John Day River and drains an area of 262 square miles above the proposed bridge site. Since no stream gage records are available for this drainage, the U.S. Geological Survey's regression equations contained in the publication "Magnitude and Frequency of Floods in Eastern Oregon" were used to determine the recurrence interval vs. peak discharge relationship listed below:

RECURRENCE INTERVAL	PEAK DISCHARGE
100-year	3800 cfs
50-year	3250 cfs
25-year	3240 cfs
10-year	2120 cfs
5-year	1650 cfs

Mr. Ray Gage, County Roadmaster, has worked for Wheeler County for 25 years. He stated that highwater from the December 1964 flood was at or near the bottom of the log stringers in place at that time. This timber bridge is estimated to have created 1.0-foot of backwater during the 1964 flood. This timber bridge was replaced in 1984 by placing two railroad flatcars on the existing vertical concrete abutments. At the proposed bridge site the December 1964 highwater is estimated to have reached elevation 90.2 feet (assumed datum). This highwater is estimated to have represented the 100-year flood with a peak discharge of 3800 cfs.

This drainage area is also subject to sudden cloudbursts which will cause a flash flood. In the last 80 years the largest flash floods on Bridge Creek at Mitchell occurred during the years 1904, 1948 and 1956. Old residents at Mitchell told of the flood of 1904 which was claimed to have reached a considerably higher stage than that of 1956. There were other

Contains Recycled Materials

lesser floods, one as recently as 1948. Mr. Gage stated that the highwater from the July 13, 1956 flash flood washed out the bridge, reaching a depth of 3 or 4 feet above the top of the bridge deck. At the proposed bridge site this highwater is estimated to have reached an elevation of 96.2 feet (assumed datum). The U.S. Geological Survey's report on the July 1956 flash flood indicated that heavy, concentrated rainfall on 27.7 square miles produced a peak discharge of 78,400 cfs in Bridge Creek. This peak discharge occurred approximately 10.5 miles upstream from the proposed bridge site. The peak discharge at the proposed bridge site for the 1956 flash flood is estimated to have been 26,200 cfs with an average velocity of 20 fps.

HYDRAULIC DESIGN

The 25-year flood, with a peak discharge of 3140 cfs and a highwater elevation of 89.7 feet (assumed datum) through the proposed structure, was chosen as the design flood.

Since flash floods with high velocities are a potential occurrence, only a single-span structure with vertical abutments is recommended. The proposed structure should provide a normal waterway area of 300 square feet below the 25-year design highwater elevation of 89.7 feet (MSL). Other details pertaining to this waterway are shown in Figure 1. Along the upstream embankment, the highwater elevation during the design flood would be 90.2 feet which includes 0.5 feet of backwater. This backwater will obviously be shifted 1500 feet upstream from the backwater created by the existing bridge. No private buildings lie within the area flooded by the shifted backwater. Average velocity through the opening would be 10.5 fps.

The tabulation shown in Table 1 compares the proposed single-span waterway to the existing bridge for the 25-year (Design) and 100-year floods. For comparative purposes, it was assumed that the proposed and existing structures are at the same location.

It is suggested that the minimum bottom of beam elevation be 91.0 feet for the proposed structure. It is also suggested that the proposed structure be designed to withstand a lateral force of 1500 pounds per square foot. This is the force exerted by water flowing at a velocity of 30 feet per second which was the estimated peak velocity during the July 1956 flash flood.

The proposed gradeline is low enough that it will be overtopped and probably washed-out during flash floods. This is desirable since it will provide overflow relief during flash floods. Figure 2 shows the proposed gradeline.

RIPRAP

It is suggested that the westerly stream bank 100 feet upstream and 20 feet downstream of the proposed bridge be protected with a three-foot blanket of Class 700 loose riprap placed with a toe trench (see Figure 2). A filter blanket will be required. The filter blanket may be either a geotextile fabric or a 9-inch thick blanket of 4"-0 to 6"-0 river run or pit run material.

It is also suggested that the toe of the vertical abutments be protected with a three-foot blanket of Class 700 loose riprap. A filter blanket will not be required for this protection.

GMF:ge
Attachments

cc w/att Frank Terpin
Walt Hart
Jack Davis
Herb Schell, FHWA
Don Adams
Gary Potter
Cam Gilmour
Dale Allen

TABLE 1.

	25-YEAR FLOOD DESIGN FLOOD (3140 cfs)		100-YEAR FLOOD 1964 FLOOD (3800 cfs)	
	Existing 45-Foot Single-Span Bridge	Proposed Single-Span Waterway	Existing 45-Foot Single-Span Bridge	Proposed Single-Span Waterway
Design Highwater (Assumed Datum)	89.7 ft	89.7 ft	90.4 ft	90.4 ft
Highwater Elev. Along Upstream Embankments Including Backwater (Assumed Datum)	90.5 ft	90.2 ft	91.5 ft	91.0 ft
Normal Area Below Design Highwater	260 ft^2	300 ft^2	280 ft^2	330 ft^2
Average Velocity	12.3 fps	10.5 fps	13.3 fps	11.4 fps

① Minimum Bottom Of Beam
Elevation 91.0 ft (Assumed Datum)

② Remove Bench To Provide
Required Waterway Area

③ Estimated July 1956 Flash Flood
HW 96.2 ft. (Assumed Datum)

Bridge Creek Bridge
County Road #14
Wheeler County

G. Finley 8-16-84

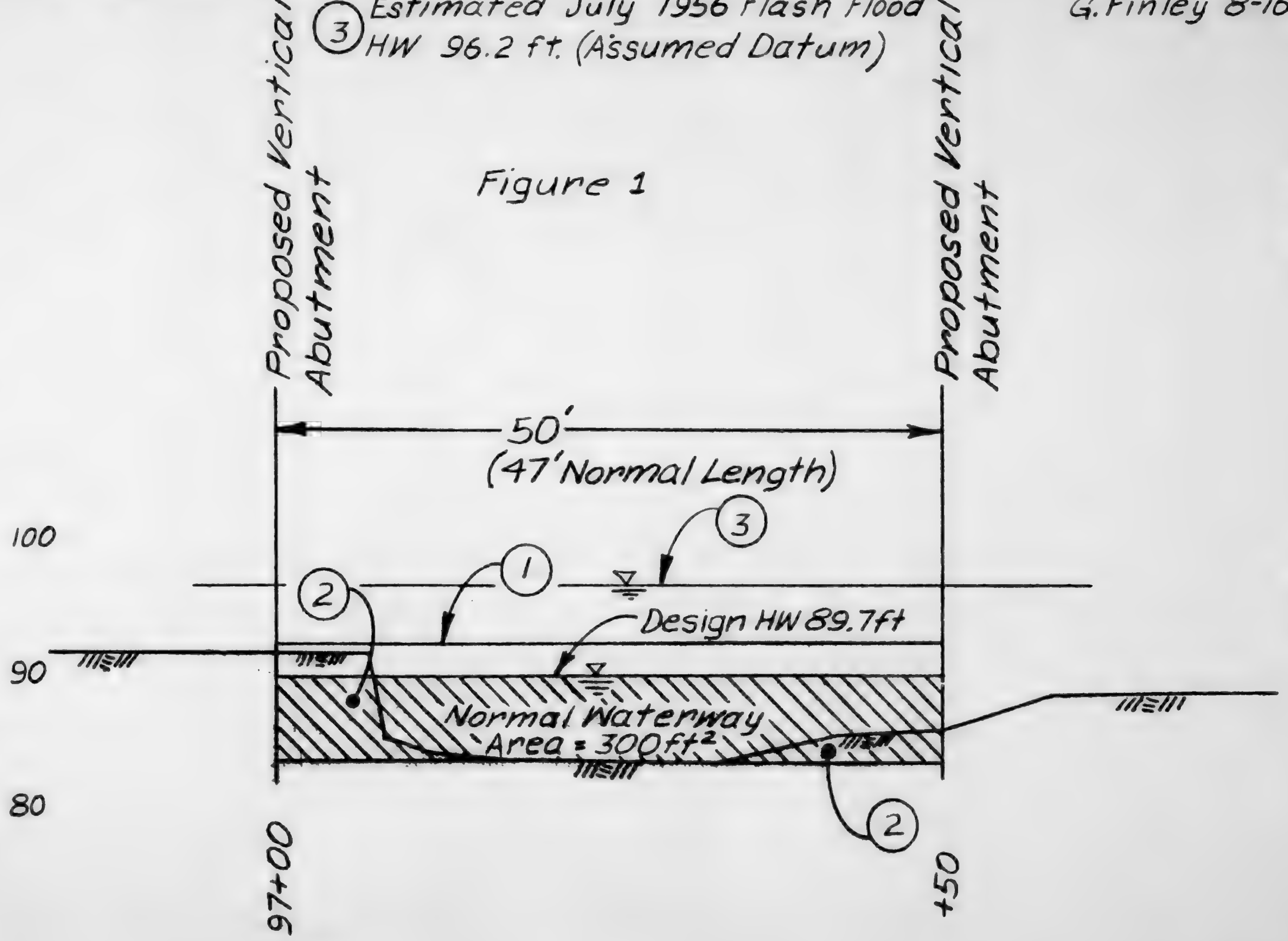
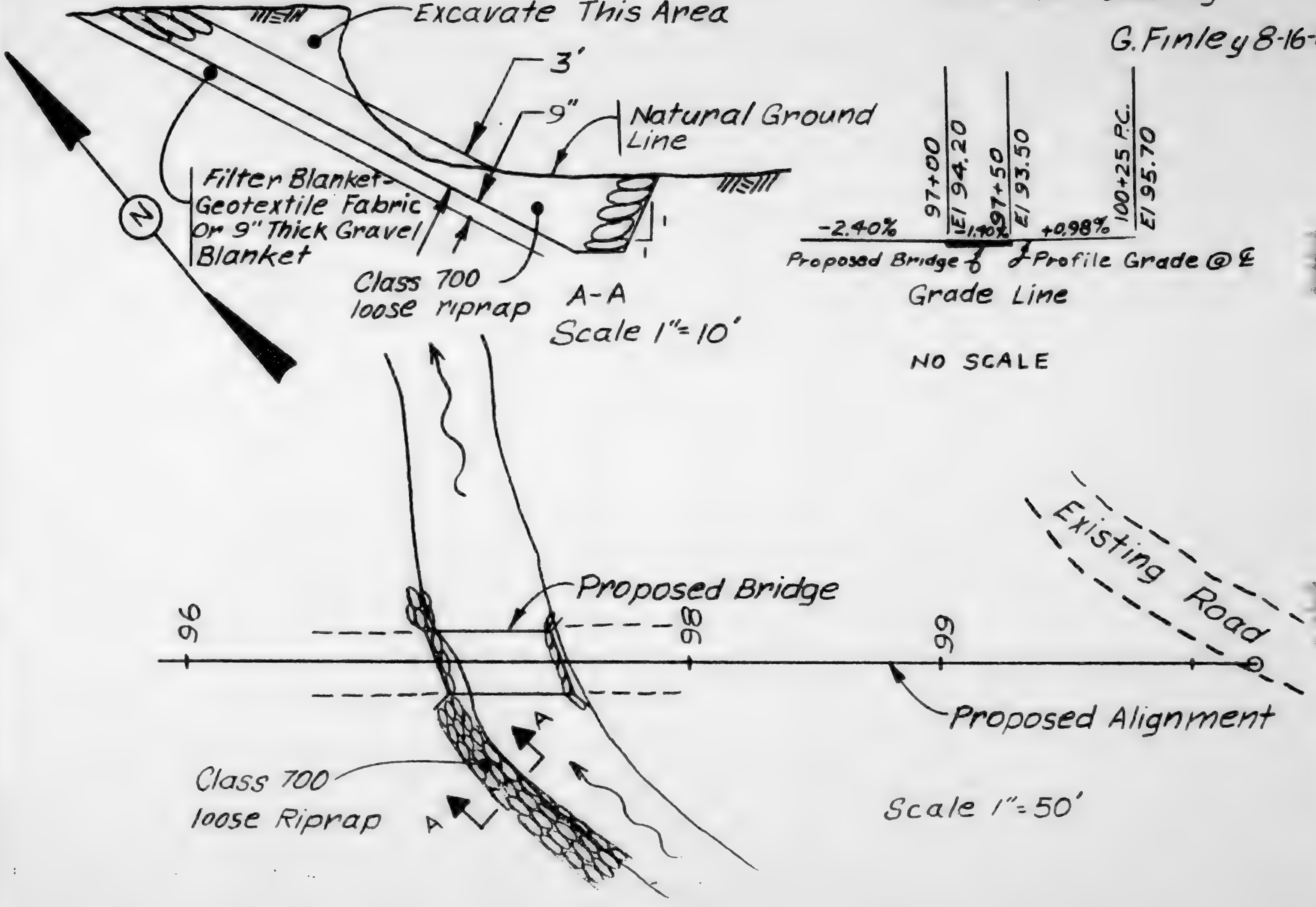

Proposed Vertical Abutment
Proposed Vertical Abutment
50'
(47' Normal Length)
100
90
80
③
①
②
Design HW 89.7ft
Normal Waterway
Area = 300ft²
②
97+00
+50

Figure 1

Figure 2

Bridge Creek Bridge
County Road #14
Wheeler County

G. Finley 8-16-84


Excavate This Area
3'
9"
Natural Ground Line
Filter Blanket-
Geotextile Fabric
Or 9" Thick Gravel
Blanket
N
Class 700
loose riprap
A-A
Scale 1" = 10'
97+00
El 94.20
97+50
El 93.50
100+25 P.C.
El 95.70
-2.40%
-1.40%
+0.98%
Proposed Bridge ℄
℄ Profile Grade @ ℄
Grade Line
NO SCALE
Existing Road
Proposed Bridge
96
98
99
Proposed Alignment
A
A
Class 700
loose Riprap
Scale 1" = 50'

HYDRAULIC DATA

	DESIGN FLOOD	BASE FLOOD		MAXIMUM FLOOD YEAR (1956)
Discharge cfs	3140	3800		26,000
Discharge m^3/s				
Frequency — yrs.	25	100		N.A.
H.W. Elevation Natural Channel ft.	89.7	90.4		96.2
H.W. Elevation Natural Channel m.				
Backwater Elevation ft.	90.2	91.0		------
Backwater Elevation m.				
Average Velocity fps	10.5	11.4		20.0*
Average Velocity mps				
Headwater Elevation ft.				
Headwater Elevation m.				
Tailwater Elevation ft.				
Tailwater Elevation m.				

For Canals: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS: * Estimated Maximum Velocity 30 fps

OREGON DEPT. OF TRANSPORTATION
HYDRAULICS UNIT

BRIDGE CREEK BRIDGE

COUNTY ROAD #14

WHEELER COUNTY

COMPILED BY: GENE M. FINLEY

DATE: AUGUST 29,1984

k.. 9792

OREGON DEPARTMENT OF TRANSPORTATION

NOISE STUDY REPORT

PROJECT Bridge Creek Bridge
PREPARER Gerald Morrison
HIGHWAY Bridge Creek Road (Co. Rd. #14)
DATE August 3, 1984
COUNTY Wheeler
CITY

PROJECT DESCRIPTION:

The proposed project would be a bridge replacement at a new location, about .3 miles upstream from the old bridge site. The project would eliminate two sharp curves by building 2000 feet of gravel road on a new alignment.

6777
JULY 17, 1970
JOSEPH N. SPEIGHT

EXISTING LAND USE ACTIVITIES:

The land within the project area is farm use and is used for grazing.

TRAFFIC DATA AND PREDICTED NOISE LEVELS

PEAD TRUCK HOUR

Year	Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq @ 50 feet	Leq ___ dBA Contour Distance
	(vehicles per hour)				(from road centerline)	
(Existing)	6	2	0	20	43dBA	
2005 (No-Build)	10	3	0	20	45dBA	
2005 (Build)	10	3	0	25	47dBA	

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 06 1985
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

EXISTING SOUND LEVELS:

No measurements taken.

TRAFFIC NOISE IMPACTS:

None. Burnt Ranch, the closest house to the project, is about one mile away.*

TRAFFIC NOISE MITIGATION:

N/A

CONSTRUCTION NOISE:

Impacts: None.

Mitigation: None.

LOCAL COORDINATION:

A copy of this report will be sent to Wheeler County.

---

*Environmental Assessment.

9998

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
JUN 4 1984
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

OREGON STATE HIGHWAY DIVISION
117 DOT Building
Salem, Oregon 97310

Attention: Right-of-Way Section

5-29-84

Subject: Federal Aid Project No. BROS-3500(-)
Project Name Bridge Creek Bridge - Bridge Creek County Road #538
Wheeler County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Fossil, Oregon, this 29 day of May, 1984

County of Wheeler

Certified By:

Regional Right-of-Way Supervisor
Date 6-1-84

Albert Lee Hauser
County Judge/Chairman

Commissioner

Commissioner

nstructions: Complete A or B and C.
W File No. ______
-1/75

9-11 Con 19 [illegible]

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-3500(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wheeler

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40207

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/23/84

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Bridge Creek (Bridge Creek Road) Bridge #69C01

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's PEA dated 5/7/84 you are authorized to proceed with all phases of preliminary engineering, including archeological salvage, through the final environmental document at a TEC of $7,100, Federal Funds $5,680.

RECEIVED
STATE HWY ENGR
MAY 29 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy 5/29

14. DATE 5/23/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 17-1
Bridge
Cr.

May 17, 1984

Wheeler County Court
PO Box 327
Fossil, OR 97830

AGR 4-2

Attention: Arlene Stegner
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8047

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Bridge Creek (Bridge Creek Road) Bridge.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment
bc: Gary Potter (agree. att.)

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
PRO

TO: ✓ H.S. Coulter
State Highway Engineer

DATE: December 27, 1983

FROM: Gary A. Potter, Manager GAP
Program Section

SUBJECT: Off-System Bridge Replacment Project
Wheeler County

Wheeler County is requesting a bridge replacement project not included in the approved Six-Year Highway Improvement Program. The project will replace the existing bridge over Bridge Creek on Bridge Creek Rd. on new alignment. Guardrail is also included in the project. The new bridge will be approximately 60 feet long with a roadway 24 feet wide. County will construct the approaches and will acquire the additional right-of-way. Engineering by the State.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Wheeler Co.	Bridge Cr. (Bridge Cr. Rd.) Br. Section-Bridge and Guardrail.	$ 119,000	$ 95,200	$ 23,800

The Region, the Bridge Section and this office have investigated this proposed project and confirmed its validity and financing under the bridge replacement program. I recommend your approval and request you authorize this project under delegated authority.

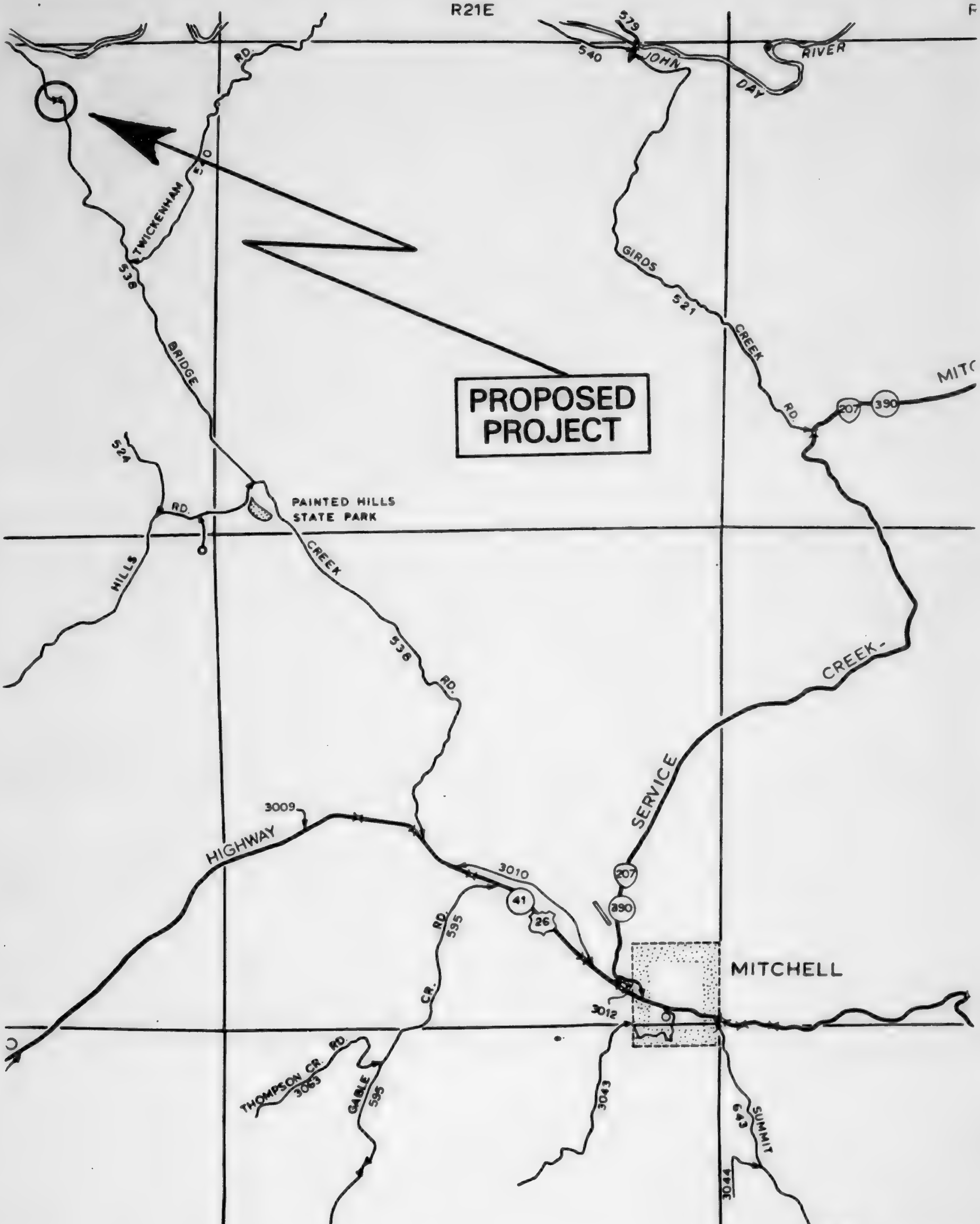
Approved ED Kuntze
for H.S. Coulter, P.E.
State Highway Engineer

Date: 12-28-83

HR:bkb

12/28
[illegible]

81-125-1387



PROPOSED PROJECT

R21E
R
540
579
JOHN
DAY
RIVER
RD.
TWICKENHAM
520
538
BRIDGE
GIRDS
521
CREEK
RD.
207
390
MITC
524
RD.
HILLS
PAINTED HILLS
STATE PARK
CREEK
538
RD.
SERVICE
CREEK
3009
HIGHWAY
3010
41
26
207
390
RD.
595
CR.
MITCHELL
3012
THOMPSON CR. RD.
3063
GABLE
595
3043
643
SUMMIT
3044
PRAIRIE
3070

May 15, 1984

PMJ

The Honorable Lee Hoover
Judge, Wheeler County
Courthouse
Fossil, OR 97830

Dear Judge Hoover:

SUBJECT: Bridge Cr. (Bridge Cr. Rd.) Br.
Wheeler County
HBR-OFF SYSTEM Project #BROS-3500(1)

We have submitted a program for preliminary engineering to the Federal Highway Administration for the subject project.

As described in our Agreement No. 6073, the County should now submit an advance deposit for its share of the preliminary engineering cost.

Estimate P.E. Cost	$20,800
Less Free Bridge Design	(5,000)
SUBTOTAL	$15,800
Less 80% Federal Funds	(12,640)
County Share & Advance Deposit	$ 3,160

Please submit your advance deposit in the amount of $3,160. You may use one of the options for payment described in the attachment.

Very truly yours,

For Gary A. Potter, Manager
Program Section

6-1-84
RECEIVED

MKS:pf
Attachments
bcc w/AD #84-39: John Hagedorn, Region 4
Vern Skoog - Please return completed AD #84-39 when advance deposit is received.

9998

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

5000

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED.	ROUTE NO. STATE
Co. Rd., Approx. 14 mi. N.W. of Mitchell "Bridge Cr. (Bridge Cr. Rd.) Bridge Sec."	117	40207	BROS-3500(1)	Non	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Wheeler Code 069 Imp. Code 09

A-95 Review:

State Cl. Ho. .... Exempt ___ Date Approved 2-21-84 OR #840111-013-2

Dist. 10 Cl. Ho. ..... Exempt ___ Date Approved 1-24-84 No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 3-15-84

1-EIS ___ 2-Categorical Exclusion ___ 3-Draft Assessment & FONSI X

Notes: (1) Project in Congressional District 2.

(2) Structure 69C01 SR 48.3

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
X All Phases thru Final Envir. Document
X Incl. Archeological Salvage
___ " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 20,800
80%	FF	$ 16,640
	STATE	$ 1,000
	Co.	$ 3,160

For PR-37:

Field Phase	$ 7,100
PS&E Phase	$13,700

REMARKS:

Enclosed are parts 1, 2 & 4 of the project prospectus and project map.

CL:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5-7-84	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

9791

CON 19-1
Bridge Cr.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

March 7, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
Bridge Creek (Bridge Cr. Rd.) Bridge
Bridge Creek Road, Co. Rd. #14
Wheeler County
BROS-3500(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class III, requiring the preparation of an environmental assessment according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

Campbell M. Gilmour
Campbell M. Gilmour, Manager
Environmental Section

CONCUR

Richard R. [illegible] 3/15/84
Division Administrator Date
OREGON DIVISION

ENVIRONMENTAL SECTION
March 21, 1984

CMG:lm

Attachments (4)

cc:
- J. B. Boyd (3)
- J. H. Versteeg (4)
- L. E. George (2)
- G. A. Potter (2)
- Richard McSwain
- W. J. Hart
- C. O. Fredrickson
- F. E. Terpin
- Local Programs Unit
- Norm Davis
- Surfacing Design
- General Files
- Bob Hector
- John Preston
- Vernal Moore
- Harry Oswald

Form 734-3122

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
BRIDGE CREEK (BRIDGE CREEK ROAD) BRIDGE

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

Wheeler County has opted to change bridge location and relocate some 2,000 feet of roadway. This entails approximately three acres of right-of-way. The property owner has indicated that he will donate the right-of-way to the county. The agreement has not been consummated as of this date, December 9, 1983.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The bulk of the land involved consists mainly of sage brush and float rock, (pumice) in an area suggested by the property owner.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on volumes or patterns. The new location will eliminate a right angle corner that now exists at the failed structure.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None apparent.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None.

RECOMMENDED PROJECT CLASSIFICATION

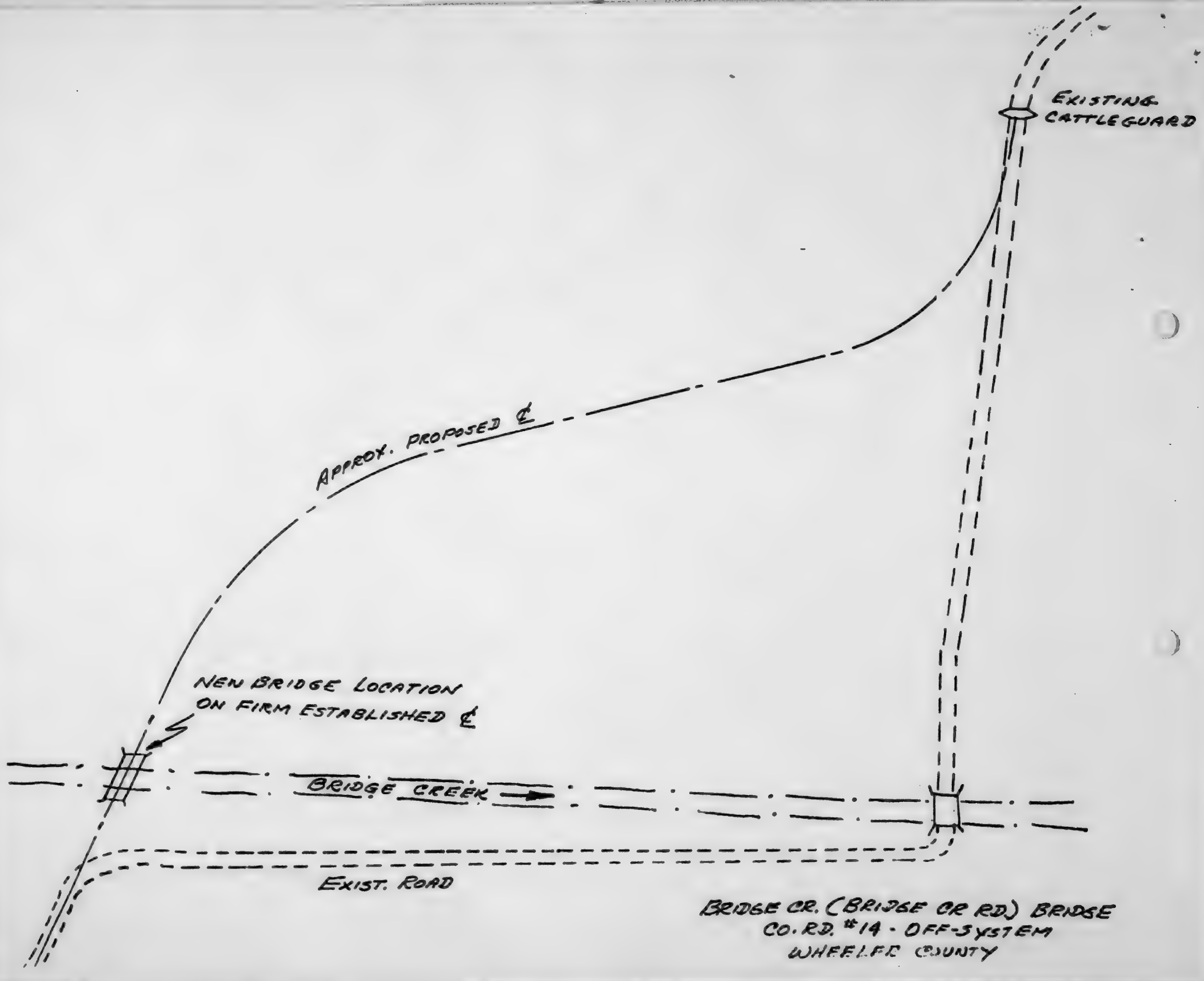
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☐ CLASS 2 (CATEGORICAL EXCLUSION)
☒ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project is a bridge replacement. However, the location, as now proposed, involves realignment of some 2000 feet of roadway and a crossing several hundred feet upstream. This requires an EA to assess impacts.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Hagedorn	388-6185	March 15, 1984

734-1913 (7-82)


EXISTING CATTLEGUARD
APPROX. PROPOSED ℄
NEW BRIDGE LOCATION ON FIRM ESTABLISHED ℄
BRIDGE CREEK
EXIST. ROAD

BRIDGE CR. (BRIDGE CR RD.) BRIDGE
CO. RD. #14 - OFF-SYSTEM
WHEELER COUNTY

Jon 19-1
Bridge

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

RECEIVED
STATE HWY ENGR
FEB 24 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-422-3600

PROGRAM SECTION
February 24, 1984
cc: State Highway Engineer
Location Unit
Right of Way Section
Road Design Section (
Environmental Section
Bridge Section
Aeronautics Division
Federal Aid Group
D. D. Allen, Reg. 4 Engr.
R. L. Lambert, Dist 10 Eng

CONCLUSIONS

APPLICANT: OREGON DEPARTMENT OF TRANSPORTATION

PROJECT TITLE: BRIDGE CREEK BRIDGE SECTION BRIDGE CR. CO. RD. WHEELER COUNTY

DATE: February 21, 1984

The State and East Central Oregon Association of Counties ~~has~~ reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

- ☐ may exist.
- ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.
- ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency.

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number: OR 840222-019-2

This number should be used on all correspondence and particularly on SF-424.

Dolores Streeter
Clearinghouse Coordinator

PNRS #3
Revised 10/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
JAN 16 1984
OSDA-DIVISION OF SOIL
AND WATER CONSERVATION

PNRS STATE REVIEW

Project #: OR 840111-013-2 Return Date: FEB 17 1984

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Shaker - Dept of Transportation FEB 19

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Seed any ground left bare from construction;
15# Ac. pubescent wheatgrass and 2# Ac. yellow sweet clover.

Agency Soil & Water By

PNRS #2 Phone Number 8-3810

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

JAN

PNRS STATE REVIEW

Project #: ____________________ Return Date: ____________________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

(X) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(X) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Fish & Wildlife By ____________________

PNRS #2 Phone Number [illegible]

ODFW Comments on: OR 840111-013-2

The Oregon Department of Fish and Wildlife has no objection to the Bridge Cr. Bridge Project in Wheeler county providing the following conditions are observed during construction:

1) Work confined to low flow period July 1 to Sept. 30.

2) Adequate measures are taken to minimize turbidities which could arise during construction.

3) No pollutants of any type are allowed to enter the waterway (petroleum products, fresh concrete, silt).

4) Soils disturbed by the project are stabilized and revegetated.

5) All project debris is removed from the stream.

6) Structure should be a clear span exceeding the cross-section of the old bridge to provide for flash flood water levels.

7) All approaches should be rip-rapped to prevent washing out of wings.

8) No stream alteration to install structure.

9) Please coordinate the planning and implementation with our District Fish and Wildlife Biologists.
Contact: Errol Claire
District Fish Biologist
P.O. Box 9
John Day, OR 97845

#575-1167

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

INTERGOVERNMENTAL RELATIONS DIVISION
JAN 19 1984

PNRS STATE REVIEW

Project # OR 84 0111-013-[illegible] Return Date: ______________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency [illegible] By [illegible]

PNRS #2 Phone Number

CLEARINGHOUSE REPORT

INTERGOVERNMENTAL RELATIONS DIVISION
JAN 27 1984

To be used by all Clearinghouses, Committees, and agencies.
Please try to complete and send to addressee within one week.

1. RE: ☒ Notice of Intent — PNRS Identifier # OR840111-013-2
   ☐ Environmental Impact Statement — Date Reviewed 01-19-84
   ☐ Other

2. PROJECT: Name Bridge Creek Bridge Replacement
   Location Bridge Creek Road (Wheeler County)
   Applicant Agency ODOT, Highway Division
   Contact Gary Potter — Telephone 378-6563

3. THIS REPORT IS: (Please check one)

   ☐ From County Clearinghouse

   To East Central Oregon Association of Counties
   Post Office Box 1207, Pendleton, OR 97801

   ☒ From East Central Oregon Association of Counties

   To Applicant Agency

4. COMMENTS:

   ( ) Project has no effect in this area and we have no comment.

   (X) Project has no adverse effect.

   ( ) Project has adverse effects.
   (See explanation below)

   ( ) We require additional information
   (See below)

9778 [illegible]

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Wheeler Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 2231

SECTION Bridge Creek (Bridge Creek Road) Bridge Co. Rd. #14

REGION 4

SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 235-1966	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		1,000
906 BRIDGE DESIGN			921 SPECIFICATIONS		800	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		5,000	950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		3,000	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN		4,000	929 Free Br. Specs		1,000
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 20,800
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER BROS - 3500 (1)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
cy Adams Bud
cy Lincnab
2 Edwards E
Terpin
Trout
cy Wakerlig

RECEIVED
MAY 30 1984
ROAD DESIGN SECTION

Do Not File ☐
Return to
Bring Up ____/____
Action

Approved by Hwy Engr. 12-28-83
Verbal approval by FHWA 11-4-83

PREPARED BY	DATE 12/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/10/84
RECOMMENDED, REGION ENGINEER X	DATE 12/12/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 1-6-84
RECOMMENDED, LOCATION ENGINEER X	DATE [illegible]	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #	02231
SECTION	Bridge Creek (Bridge Creek Road) Bridge
REGION	4
STATE HIGHWAY #	
HIGHWAY NAME	Bridge Creek Road--County Road #14
MILE POST	FROM 11.0 TO
LENGTH	0.1
☐ URBAN ☒ RURAL	
CITY	----------
COUNTY	Wheeler
ROAD/STREET NAME	
ROUTE #	
FEDERAL AID #	
APPLICANT (IF OTHER THAN STATE)	Wheeler County

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 15.	GRADING (✓)		FILES (#)	1 See
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	3 Attached
ROADWAY	$ 4.		STRUCTURES (✓)	X	RELOCATIONS (#)	0 Explanatic
STRUCTURES	$ 70.		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 30.		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 104.	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 119.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 /83	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	30	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Existing bridge (timber stringers) failed. Approval for emergency replacement under the HBR program obtained through FHWA.

PROPOSED SOLUTION

Replace with precast concrete slab structure at different location.

REQUESTED, REGION ENGINEER X	DATE 12/12/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 12-28-83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — P JECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Bridge Creek (Bridge Creek Road) Bridge	REGION 4

PROJECT JUSTIFICATION

Old timber bridge failed. FHWA has approved replacement under HBR program.

The existing structure's easterly approach is a right angle corner. The County has obtained a tentative agreement with the adjacent landowner to acquire R/W by donation and locate the new bridge about 0.3 miles upstream from the existing. The details of the new alignment haven't been determined as of 12/1/83.

This project is for the structure only--the County will construct the approaches, including about 2,000 feet on relocated road.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Bridge Creek (Bridge Creek Road) Bridge

REGION: 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS					
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS			N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND			N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE			N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE			N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER			N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106			N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY			N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)			N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)		NEW (#)	
						UTILITIES	N	(LIST BELOW)			

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED	45	DESIGN STANDARDS	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				0			10	×	10			0				
				2			10		10			2				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	60	24	$70,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date [illegible]

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Bridge Creek (Bridge Creek Road) Bridge

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

Wheeler County has opted to change bridge location and relocate some 2,000 feet of roadway. This entails approximately three acres of Right-of-Way. The property owner has indicated that he will donate the Right-of-Way to the County. The agreement has not been consummated as of this date, December 9, 1983.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The bulk of the land involved consists mainly of sage brush and float rock, in an area* suggested by the property owner.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on volumes or patterns. The new location will eliminate a right angle corner that now exists at the failed structure.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None apparent.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

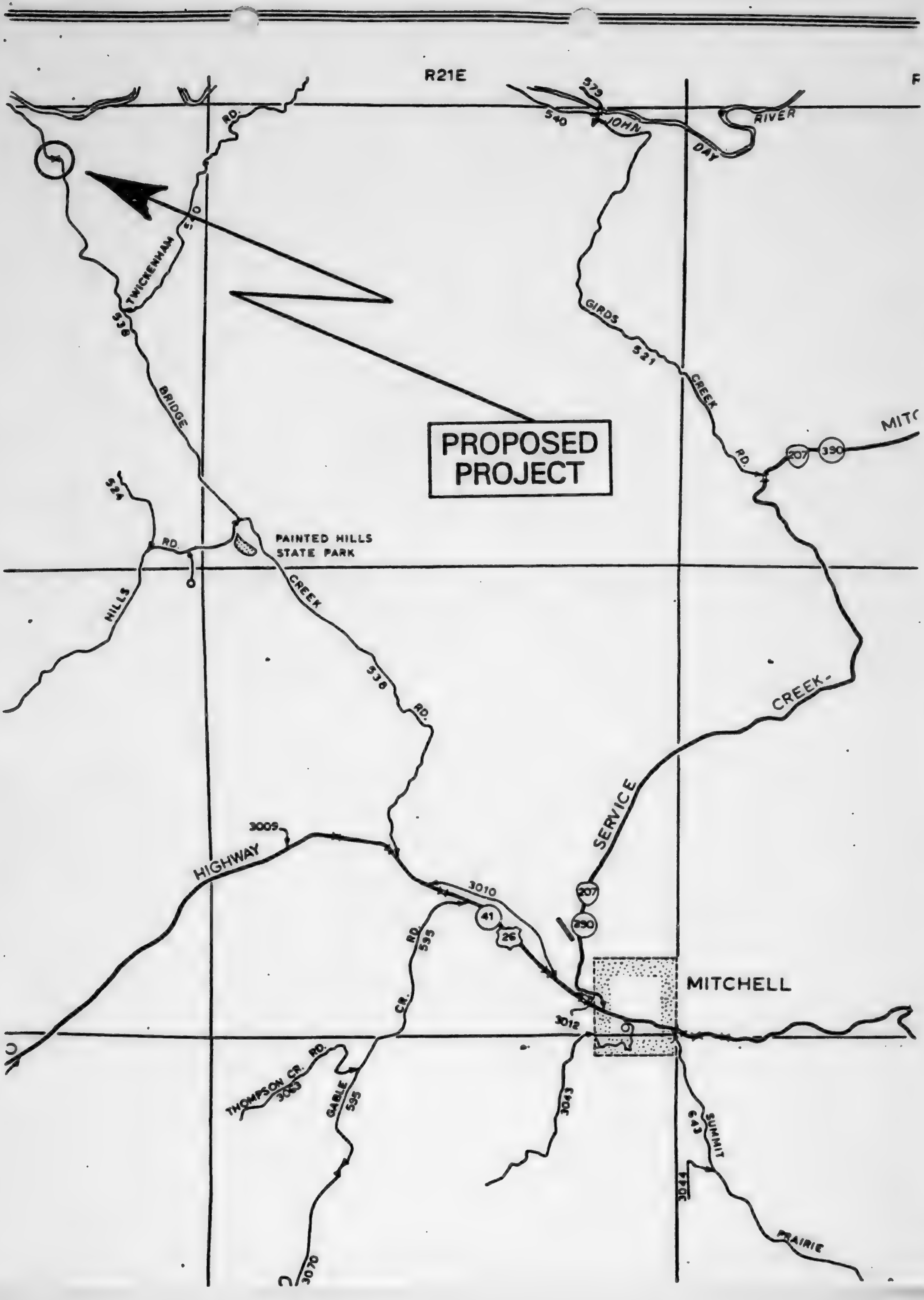
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

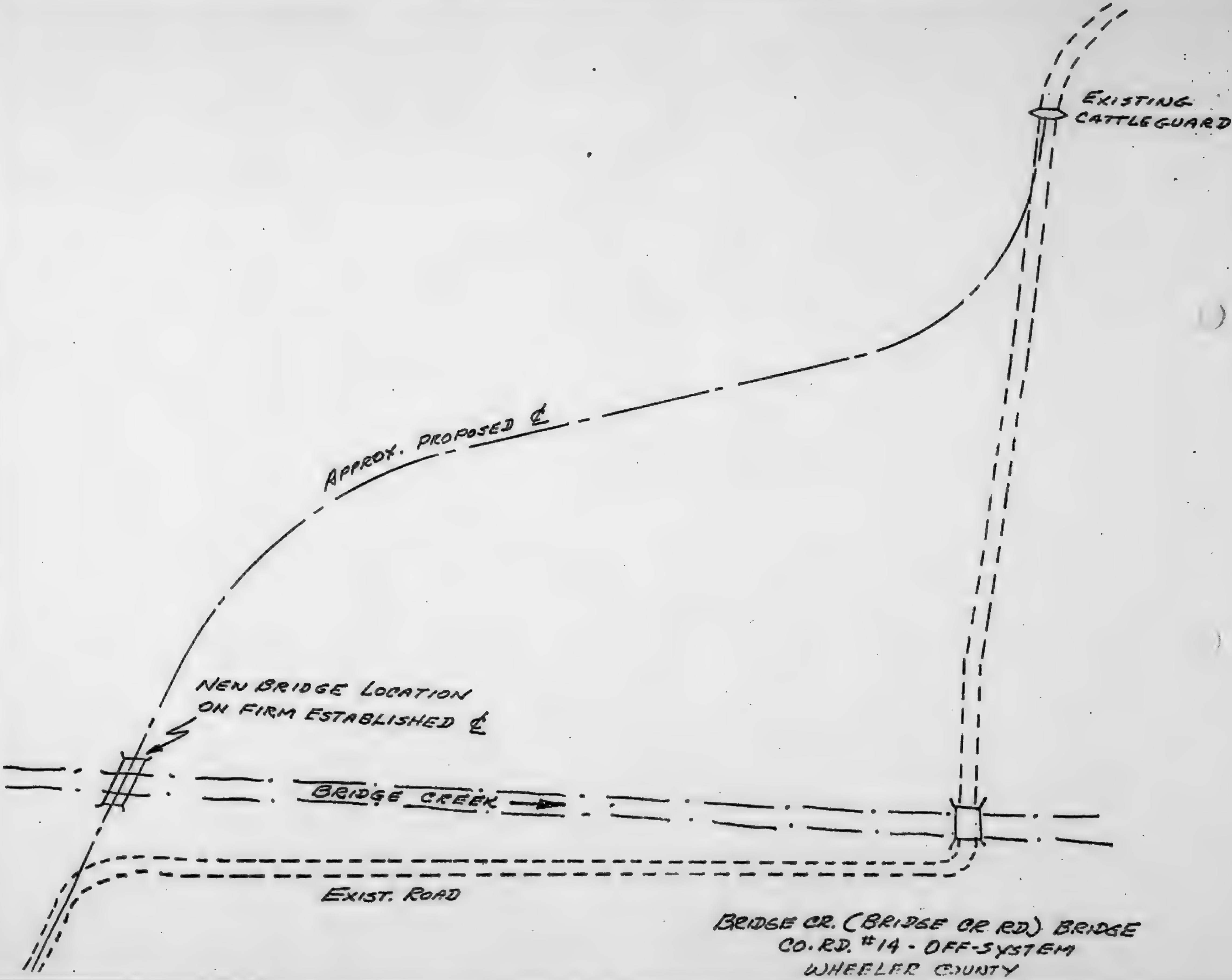
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

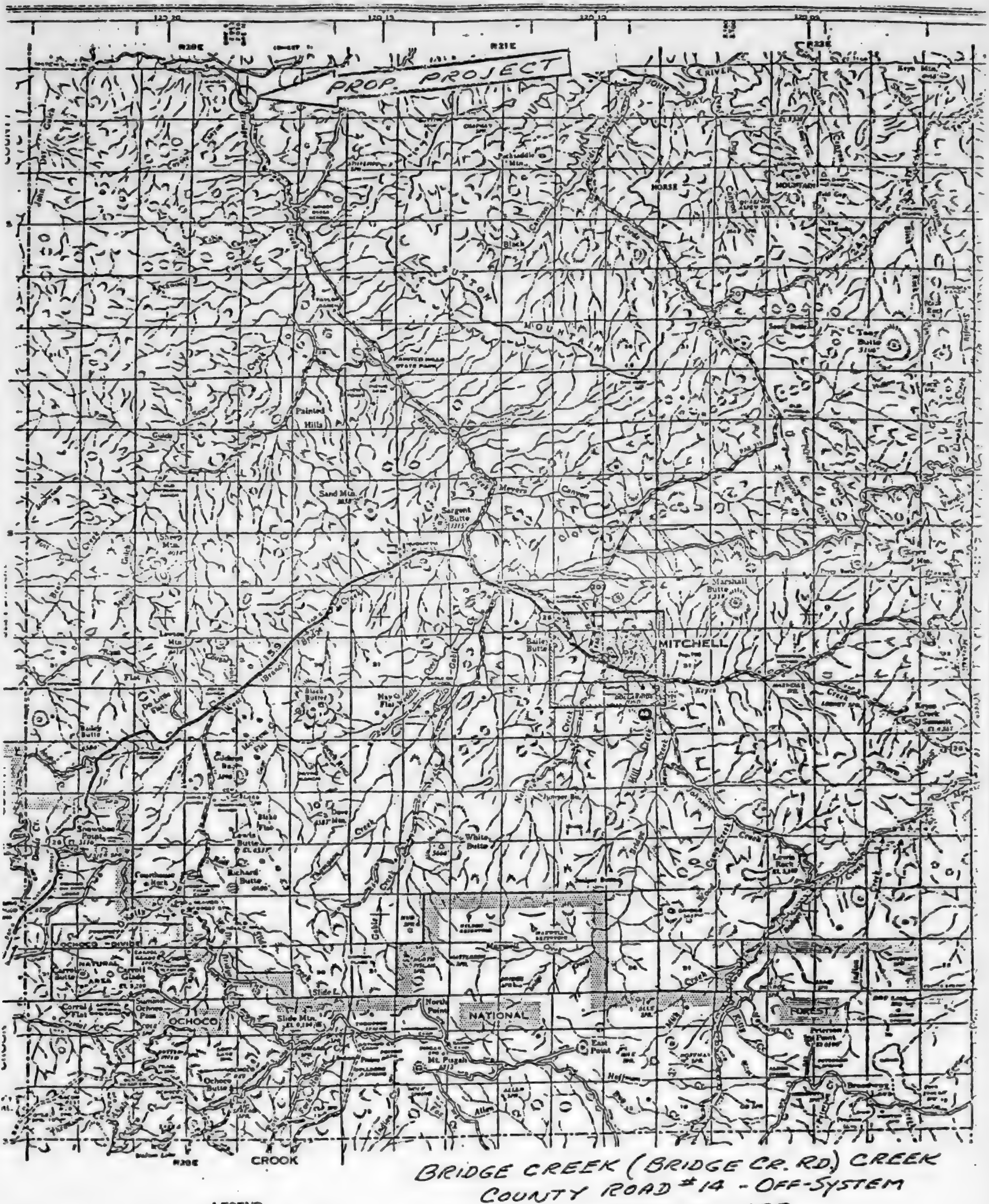
OTHER DOCUMENTATION

PREPARED BY X Hagedorn	TELEPHONE NUMBER 388-6185	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


R21E
F
579
540
JOHN DAY RIVER
GIRDS 521 CREEK RD.
207
390
MITC
RD.
TWICKENHAM
550
528
BRIDGE CREEK 538 RD.
PROPOSED PROJECT
524
RD.
HILLS
PAINTED HILLS STATE PARK
SERVICE CREEK
HIGHWAY
3009
3010
41
26
207
390
MITCHELL
3012
RD. 595
CR.
THOMPSON CR. RD.
3063
GABLE 595
3043
643
SUMMIT
3044
PRAIRIE
3070


EXISTING CATTLEGUARD
APPROX. PROPOSED ℄
NEW BRIDGE LOCATION ON FIRM ESTABLISHED ℄
BRIDGE CREEK
EXIST. ROAD

BRIDGE CR. (BRIDGE CR. RD.) BRIDGE
CO. RD. #14 - OFF-SYSTEM
WHEELER COUNTY


PROP. PROJECT
R20E
R21E
R22E
JOHN DAY RIVER
Sutton Mountain
Painted Hills
Sand Mtn.
Sargent Butte
Mercers Canyon
Marshall Butte
MITCHELL
Bailey Butte
Lewis Butte
Richard Butte
White Butte
Courthouse Rock
Black Butte
Keyes Creek Summit
Keyes Mtn.
Ochoco Divide
Carroll Butte
NATURAL AREA
Slide Mtn.
Mt. Pisgah
North Point
East Point
OCHOCO
NATIONAL
FOREST
CROOK
LEGEND

BRIDGE CREEK (BRIDGE CR. RD.) CREEK
COUNTY ROAD # 14 - OFF-SYSTEM
EMERGENCY HBR
WHEELER COUNTY

CCN 19-4
Bridge
Cr. Br.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: January 6, 1984

To: Executive Department
Federal-Aid Coordination Unit

East Central Oregon
Association of Counties
Attn: Melinda Barnhart
P.O. Box 1207
Pendleton, OR 97801

Gary A. Potter

From: Gary A. Potter, Manager
Program Section

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 12
Section: Bridge Cr. (Br. Cr. Rd.) Bridge Sec.
Highway: Bridge Cr. Co. Rd.
County: Wheeler

NOTED
H.S. COULTER

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be February 27, 1984.

JLG:bkb
Attachments

RECEIVED
STATE HWY ENGR
JAN 10 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 — 12] **APPLICANT** [45: Department of Transportation — 46] **DIVISION** [79: Highway

03 — 12] **APPLICANT ADDRESS STREET** [45: Transportation Building — 46] **CITY** [60: Salem — 76] **ZIP** [80: 97310

04 — 12] **CONTACT PERSON** [45: Gary A. Potter — 46] **AREA CODE** [48: 503 — 49] **PHONE** [55: 378 — 56] **EXTENSION** [59: 6563

01 — 12] **PROJECT TITLE** [71: Bridge Cr. (Br. Cr. Rd.) Bridge Sec.

11 — 12] **PROJECT LOCATION—CITY**: Bridge Cr. Co. Rd. — **PROJECT LOCATION—COUNTY**: Wheeler — **PROJECT LOCATION** [79: SEC: 3 T: 10 S R: 20 E

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Replace failed bridge with concrete structure on new alignment.

06 12] (See attached Part 3 of Project Prospectus and map showing location.) [71

07 12] [71

08 12] [71

09 12] [71

10 12]

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
95,200			23,800		119,000

13 — 12] **TYPE OF OTHER FEDERAL FUNDS (See 12B)** [45: — 46] **TYPE OF OTHER NON-FEDERAL FUNDS (See 12E)** [79:

14 — 12] **FEDERAL PROGRAM TITLE** [71: Title 23 USC Highways

15 — 12] **FEDERAL AGENCY NAME** [45: U.S. Department of Transportation — 46] **FEDERAL SUB-AGENCY NAME** [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 1-6-84

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Feb. — 43] DAY [44: 27 — 45] YEAR [46: 1984

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title)

V. Has funding agency been notified? No ☐ Yes ☒ Date: 1-6-84 *

VI. If project includes state funds (12C), identify agency ----

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Class 2 Project, Categorical Exclusion, according to the 1978 environmental quality guidelines.

*Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Bridge Creek (Bridge Creek Road) Bridge

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

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The bulk of the land involved consists mainly of sage brush and float rock, (pumice) in an area suggested by the property owner.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on volumes or patterns. The new location will eliminate a right angle corner that now exists at the failed structure.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None apparent.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

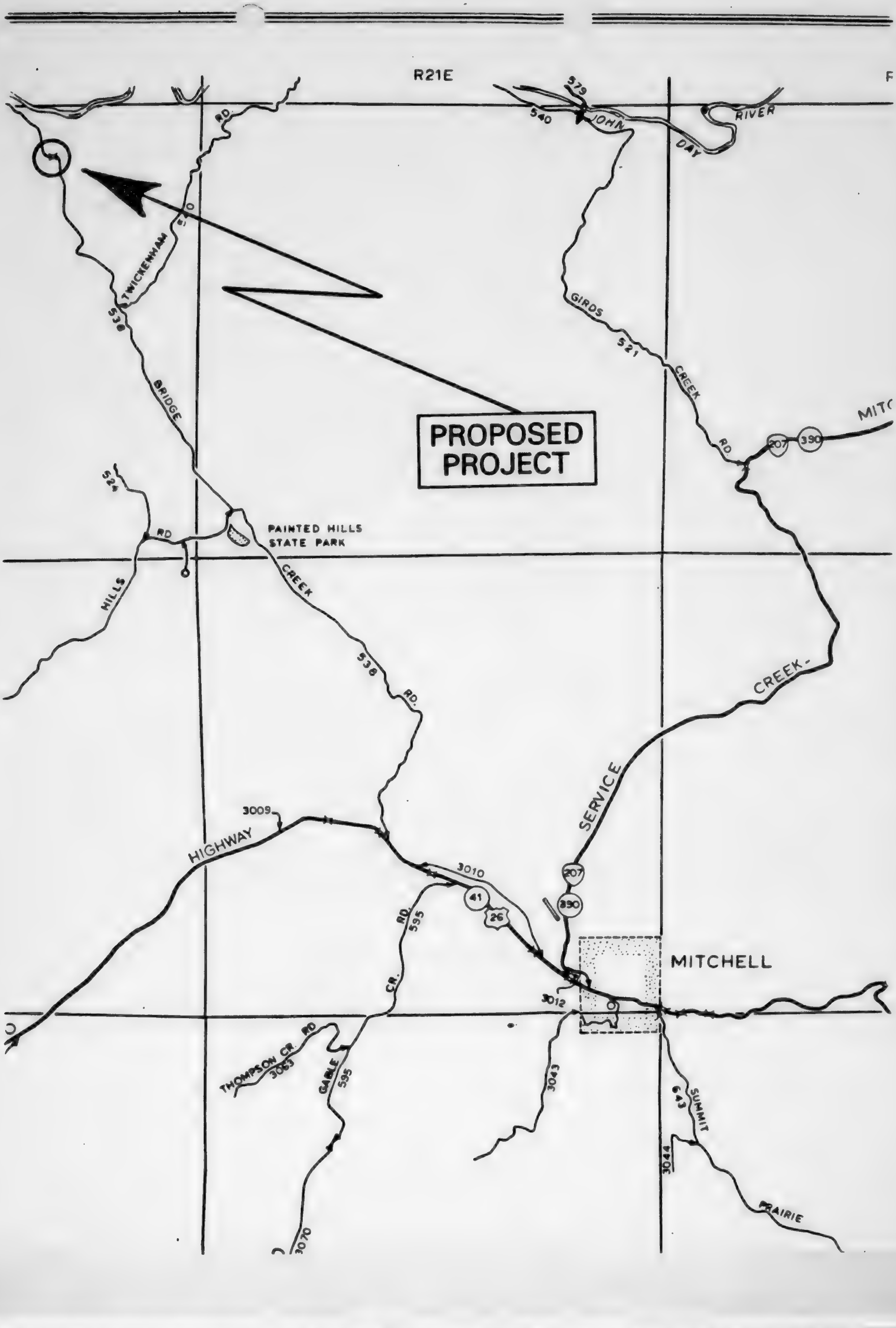
The project is a bridge replacement. The necessary right-of-way for the relocation of the replacement structure is being donated by the property owner. Associated impacts are minor.

OTHER DOCUMENTATION

Noise Study Report

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Hagedorn	388-6185	

734-1913 (7-82)


R21E
579
540
JOHN DAY RIVER
RD.
570
TWICKENHAM
528
BRIDGE
PROPOSED PROJECT
GIRDS 521 CREEK RD.
207
390
MITC
524
RD
PAINTED HILLS STATE PARK
HILLS
CREEK
538 RD.
SERVICE CREEK
HIGHWAY
3009
3010
41
26
207
390
MITCHELL
3012
RD 595
CR.
THOMPSON CR. RD
3063
GABLE
595
3043
643
SUMMIT
3044
PRAIRIE
3070

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

12-28-83

SEE INSTRUCTIONS ON REVERSE

SECTION Bridge Creek (Bridge Creek Road) Bridge			KEY ID # 02231 REGION 4
STATE HIGHWAY #	HIGHWAY NAME Bridge Creek Road--County Road #14	MILE POST FROM 11.0 TO	LENGTH 0.1
☐ URBAN ☒ RURAL	CITY -----------	COUNTY Wheeler	ROAD/STREET NAME
ROUTE #	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE) Wheeler County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 15.	GRADING (✓)		FILES (#)	1 See
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	3 Attached
ROADWAY	$ 4.		STRUCTURES (✓)	X	RELOCATIONS (#)	0 Explanatio
STRUCTURES	$ 70.		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	A
40% ENGINEERING & CONTINGENCIES	$ 30.		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 104.	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 119.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 /83	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	0	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	30	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Existing bridge (timber stringers) failed. Approval for emergency replacement under the HBR program obtained through FHWA.

PROPOSED SOLUTION

Replace with precast concrete slab structure at different location.

REQUESTED, REGION ENGINEER X	DATE 12/12/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE 12-28-83	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PR[illegible]ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

	KEY ID #
SECTION Bridge Creek (Bridge Creek Road) Bridge	**REGION** 4

PROJECT JUSTIFICATION

Old timber bridge failed. FHWA has approved replacement under HBR program.

The existing structure's easterly approach is a right angle corner. The County has obtained a tentative agreement with the adjacent landowner to acquire R/W by donation and locate the new bridge about 0.3 miles upstream from the existing. The details of the new alignment haven't been determined as of 12/1/83.

This project is for the structure only--the County will construct the approaches, including about 2,000 feet on relocated road.

ADMINISTRATION RECOMMENDATION

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Bridge Creek (Bridge Creek Road) Bridge

REGION: 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S ~~N~~	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 45

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				0			10	x	10			0				
				2			10		10			2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	60	24	$70,000.	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Bridge Creek (Bridge Creek Road) Bridge

REGION
4

ESTIMATED RIGHT-OF-WAY IMPACTS

Wheeler County has opted to change bridge location and relocate some 2,000 feet of roadway. This entails approximately three acres of Right-of-Way. The property owner has indicated that he will donate the Right-of-Way to the County. The agreement has not been consummated as of this date, December 9, 1983.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The bulk of the land involved consists mainly of sage brush and float rock, in an area* suggested by the property owner.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No impact on volumes or patterns. The new location will eliminate a right angle corner that now exists at the failed structure.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None apparent.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

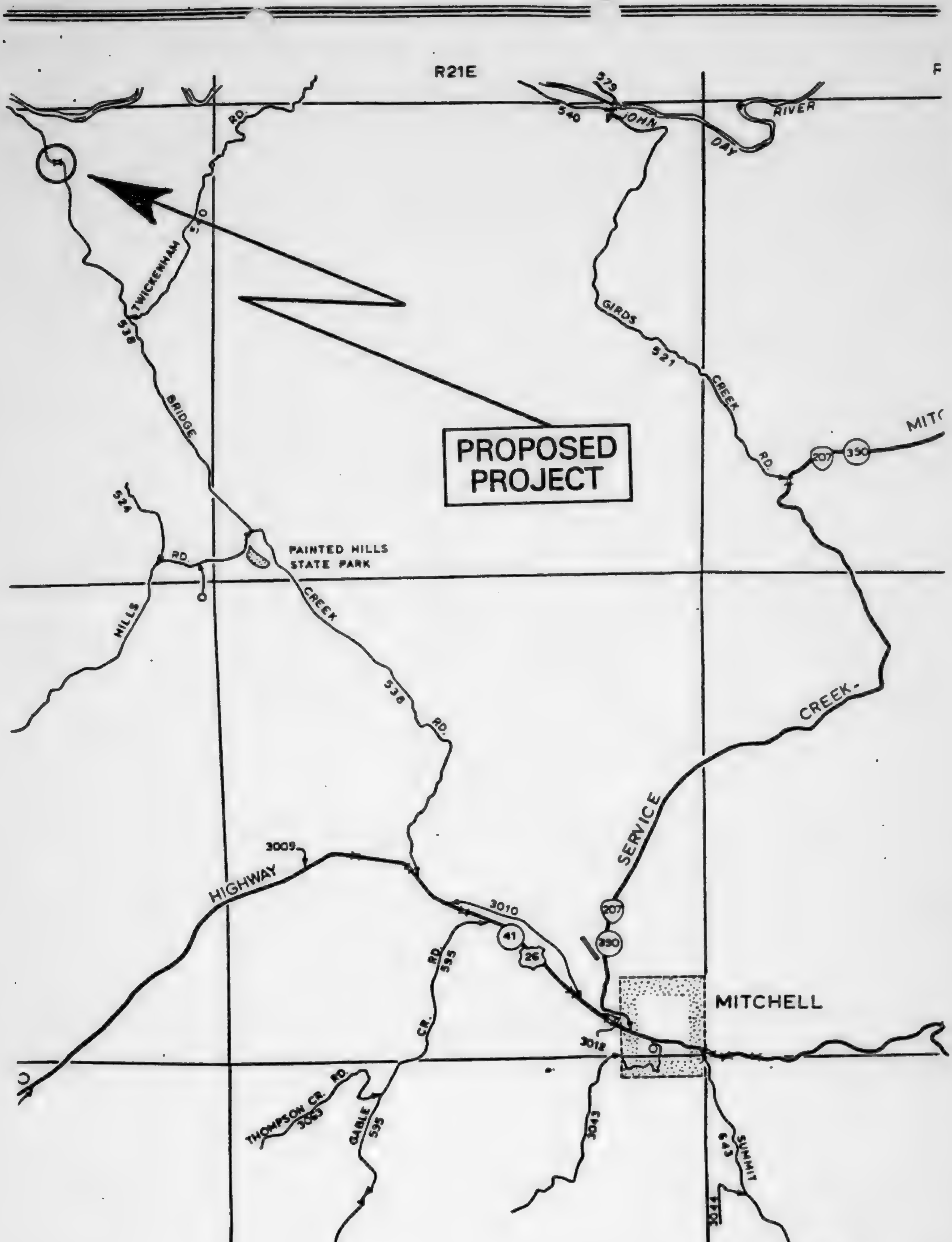
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER 388-6185	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE


R21E
F
579
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JOHN
DAY
RIVER
RD.
TWICKENHAM
5 0
538
BRIDGE
PROPOSED
PROJECT
GIRDS
521
CREEK
RD.
207
350
MIT
524
RD.
PAINTED HILLS
STATE PARK
HILLS
CREEK
538
RD.
SERVICE
CREEK-
3009
HIGHWAY
3010
41
26
207
350
MITCHELL
3018
RD.
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CR.
THOMPSON CR. RD.
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GABLE
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3070
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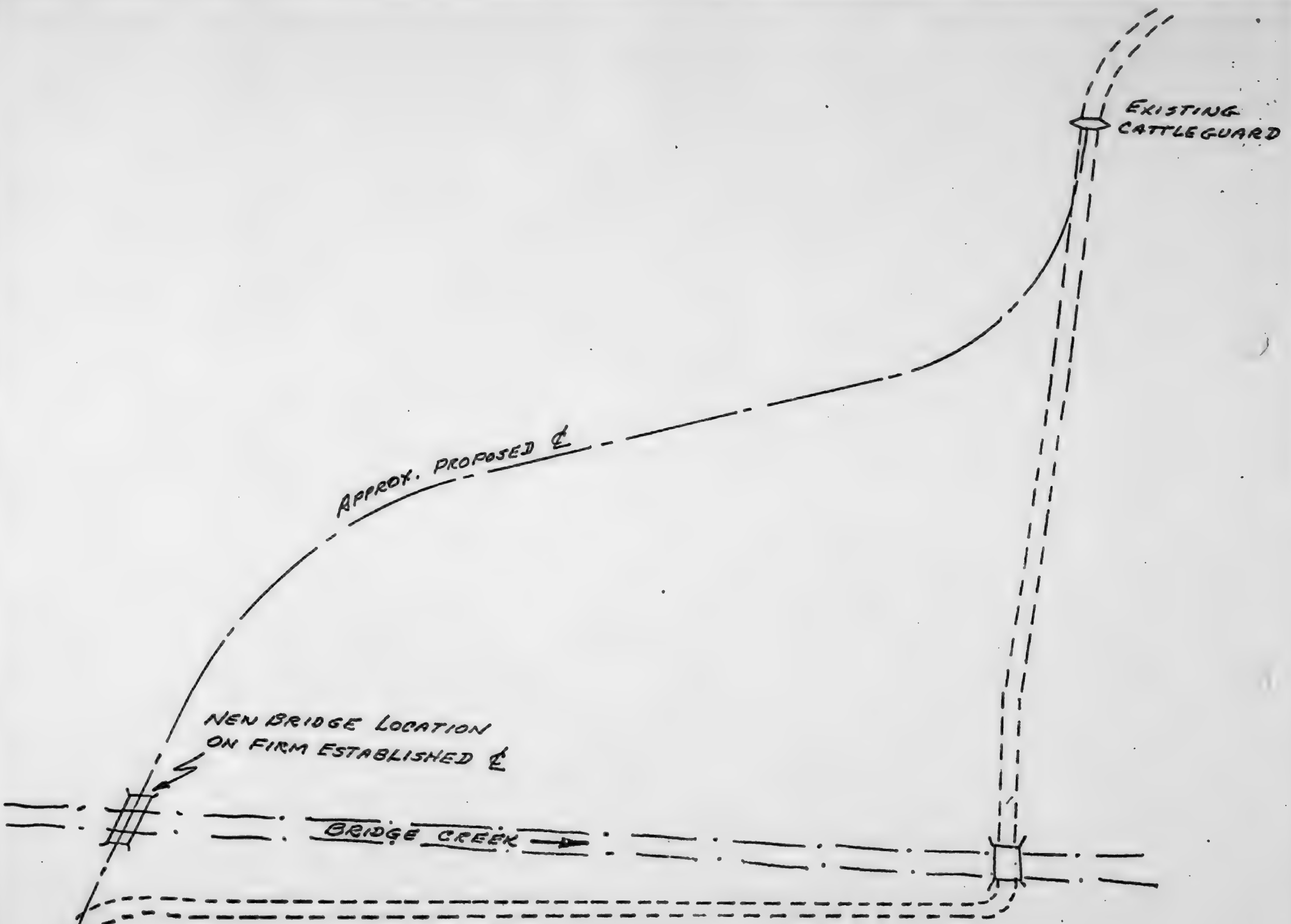
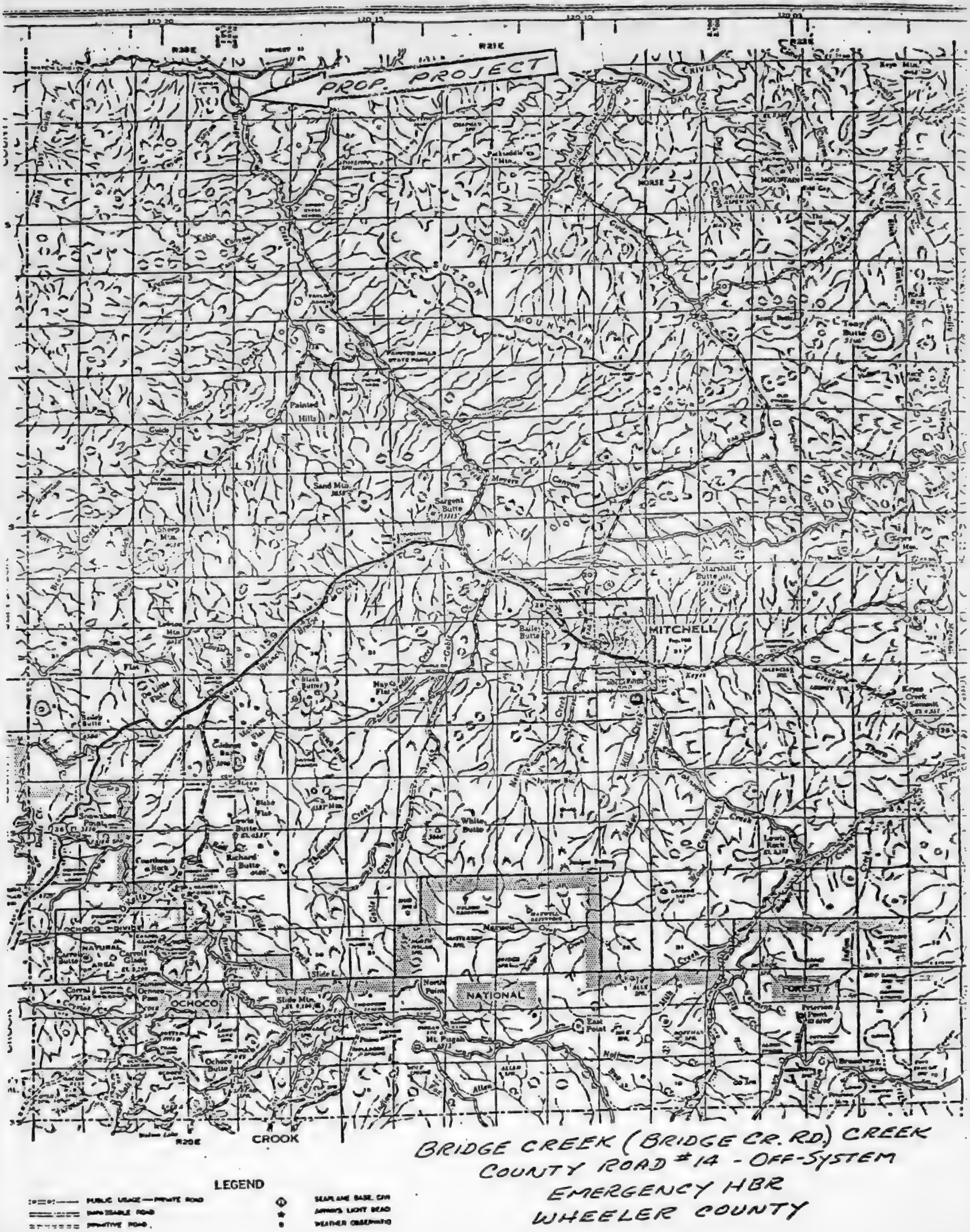
643
SUMMIT
3044
PRAIRIE


EXISTING
CATTLEGUARD
APPROX. PROPOSED ℄
NEW BRIDGE LOCATION
ON FIRM ESTABLISHED ℄
BRIDGE CREEK
EXIST. ROAD

BRIDGE CR. (BRIDGE CR. RD.) BRIDGE
CO. RD. #14 - OFF-SYSTEM
WHEELER COUNTY


PROP. PROJECT
R20E
R21E
R22E
JOHN DAY RIVER
SUTTON MOUNTAIN
Painted Hills
Sand Mtn.
Sargent Butte
Marshall Butte
Bailey Butte
MITCHELL
Horse Mountain
Keyes Creek
OCHOCO DIVIDE
NATURAL AREA
OCHOCO
NATIONAL
FOREST
Slide Mtn.
Ochoco Butte
CROOK
LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD.
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATORY

BRIDGE CREEK (BRIDGE CR. RD.) CREEK
COUNTY ROAD #14 - OFF-SYSTEM
EMERGENCY HBR
WHEELER COUNTY

9998

STATE OF OREGON **INTEROFFICE MEMO**

TO: D. E. Swan
Program Management

DATE: December 12, 1983

FROM: John R. Hagedorn
Region Federal Aid Specialist

JRHagedorn

SUBJECT: Transmittal of Programming Package
Bridge Creek (Bridge Cr. Rd.) Bridge
County Road #14--Off-system
Emergency HBR
Wheeler County

Because of the poor location of the failed existing structure, the County has a tentative agreement with the adjacent property owner for donated R/W to facilitate a more desirable bridge location. See attached sketch.

The County will construct the approaches including the 2,000± feet of relocated road. This request is for the bridge work and guardrail only.

You obtained FHWA approval for P.E. as of 11/4/83. The field work was done in mid-November. The office work is in progress and should be submitted shortly.

JRH:br

Enclosures

CC: Cam Gilmour, Env. Section

[illegible]

CC: FEDAID
LOC
BRIDGE
ENV
PCS
OLIVER

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 2
DEC 13 1983
MAN. ASSIST. ______ PROGRAM UNIT K ✓
REFER TO PCS - Loc Gov't
FOR ______

7998

FEDERAL AID PROJECT REQUEST

12-12-83

Date: ____________________

Applicant Agency: Wheeler County
Request for: Off System X, FAS-C ______, FAUS ______, Project HBR
Federal Aid Route No. ______ Route Name Bridge Creek Road, Co. Rd. #14
Project Name: Bridge Creek (Bridge Cr. Rd.) Bridge

Project Length: 60 feet Project Location (attach sketch map)
Project Description: Replace failed log stringer bridge with new precast concrete. Relocate bridge upstream 0.3 miles--County forces to construct approaches.

Average Daily Traffic: 30 Design Speed ______

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)
   Width ______ Travel Lanes ______ Shoulders ______
   Medians ______ Parking ______
   Sidewalks ______
   Remarks ______

2. Desired Roadway Cross Section: (Attach sketch)
   Width ______ Travel Lanes ______ Shoulders ______
   Medians ______ Parking ______
   Curbed ______ Length Curb Radii ______
   Sidewalk/Bikeway ______
   Remarks ______

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:
   General Width 60' Minimum 60' Maximum 60'
2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
   Yes ______ No X
3. Will additional right-of-way be needed? Yes X No ______
   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ______ No X

   Remarks: Property owner will donate R/W to County

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:
   NONE

2. Proposed Signalization:

Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? Applicant

4. Permanent Striping:

Include in project or by applicant? None--gravel road

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

NONE

2. Proposed Illumination:

Location NONE

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Approximately 11.3 miles northerly from M.P. 62.57 Ochoco Hwy.*

Type Log Stringer--single span

Approach Roadway Width 24 feet Shoulder Width 0

Length 43' Width 16'

To remain in place? No

2. Proposed Structure:

Location Approximately 11.0 northerly from M.P. 62.57 Ochoco Hwy. About 0.3 miles upstream from existing bridge.

Approximate Size: Length 60' Width 24'

*This location is approximately 5 miles northerly of Painted HIlls National Monument.

Are sidewalk/bikeways desired? NO

Are any utilities to be attached to structure? NO

Are provisions for illumination desired? NO

Are there any unusual or complicating conditions? NO

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ______ No X

   Name of Railroad

   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements,

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — County Court--Judge Lee Hoover
   Office
2. Environmental — " " " " "
   Office
3. Public Hearing — " " " " "
   Office

Remarks

VIII GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ______ State X Consultant ______

2. Project construction engineering to be performed by:

Applicant ____________ State X Consultant ____________

3. Will applicant perform any work prior to or after award of contract?

Yes X No ____________

If "yes" describe briefly: County forces will construct approximately 0.3 miles of roadbed at their sole expense.

4. Applicant's estimate of cost for requested project:

Roadway Work (Guardrail)	$ 4,000.
Right-of-Way costs (if participating)	
Traffic Control	
Illumination	
Structures	70,000.
Railroad	
Other Const. Engineering & Contingencies	30,000.
Preliminary engineering	15,000.
PROJECT TOTAL	$119,000.

Remarks ____________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____________ and/or Wheeler COUNTY

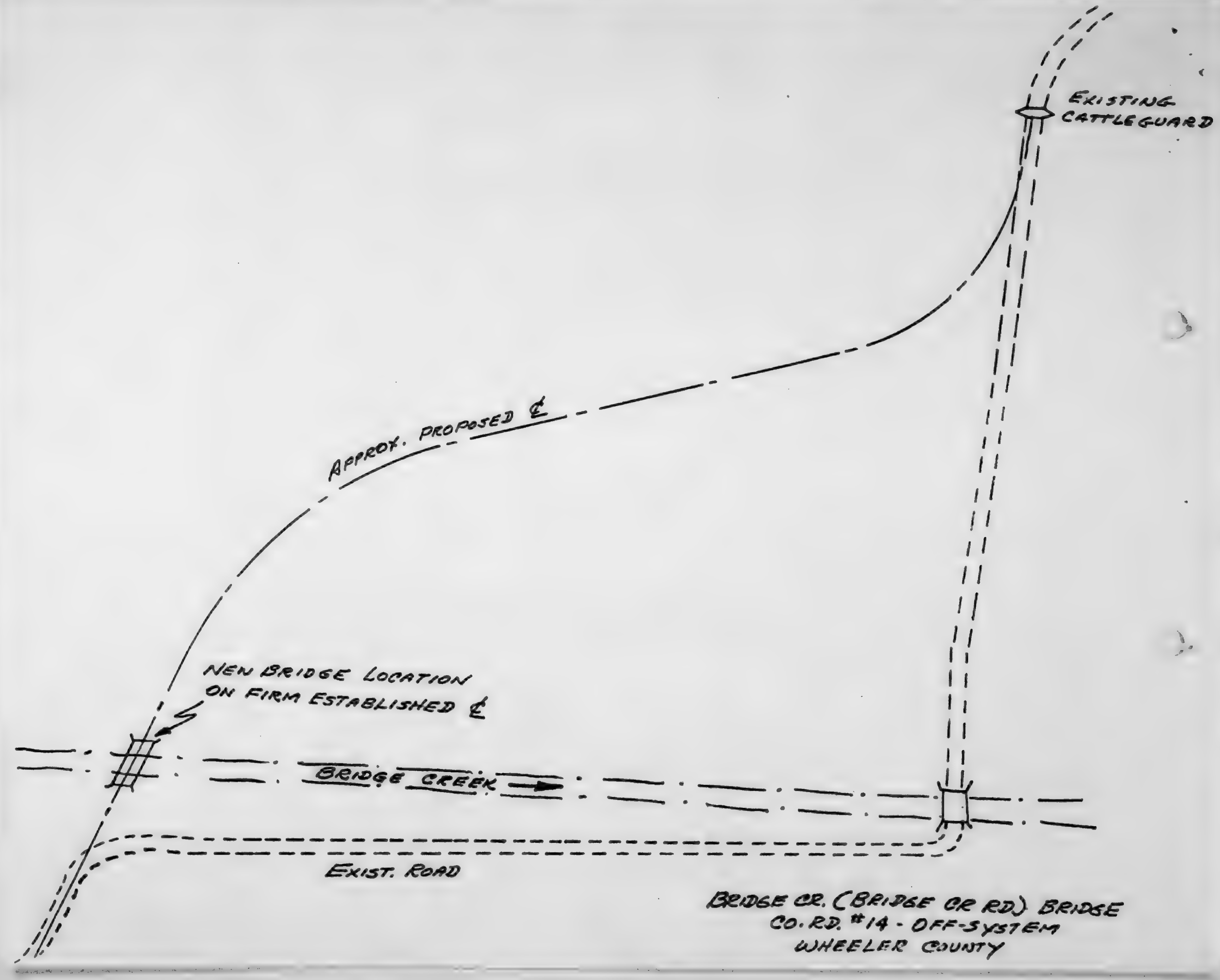
BY: ____________

BY: ____________

BY: [illegible] Hoover

BY: Wheeler County

BY: Judge


EXISTING CATTLEGUARD
APPROX. PROPOSED ℄
NEW BRIDGE LOCATION ON FIRM ESTABLISHED ℄
BRIDGE CREEK
EXIST. ROAD

BRIDGE CR. (BRIDGE CR RD.) BRIDGE
CO. RD. #14 - OFF-SYSTEM
WHEELER COUNTY

1985 Sisters-Redmond Section 10,000
McKenzie Hwy. in Sisters
(pavement recycling)

June 24, 1986

CON 5 - #10,000

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

Contract No. 10,000 awarded to Valentine Surfacing Co. for work on the Sisters-Redmond Section of the McKenzie Highway in Deschutes County was completed on October 18, 1985, and accepted by the State Highway Division on June 13, 1986.

Final payment in the amount of $11,569.50 will be released to the contractor after June 30, 1986. The total contract amount is $375,784.63 including $886.58 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Valentine Surfacing Co.
P.O. Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

10000

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10000

TO: Robert Gormsen
Manager, Commission Services

DATE: June 13, 1986

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10000, On Site Work Substantially Completed August 2, 1985

All Work Completed October 18, 1985

Project Sisters-Redmond

Highway McKenzie

County Deschutes

Type of Work Pavement Recycling

Contractor Valentine Surfacing Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-23-86 - Surety letter written. noted RMGormsen

RECEIVED
JUN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
REGION 4
P.O. BOX 5309, BEND, OREGON 97708

RECEIVED
STAT HWY ENGR
FEB 26 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

In Reply Refer to
File No.:

February 14, 1986

Gary L. Powell, Associate Broker
Frank Ruegg Company
PO Box 6022
Bend, OR 97708

RE: Redmond-Sisters Highway

Your recent letter expressed concern about the road surface on the Redmond-Sisters Highway.

I have attached a reply to a similar letter which will answer some of your questions.

A point you made was the connection between tourism, the condition of highways, and the economy of the area. I certainly agree that they are closely related. What you need to do, however, is to travel to Klamath Falls after the snow melts from this present storm. There are miles of potholes in the Crescent and Chiloquin areas on US 97 and funds to only repave one section in 1987. The extent of this damage could impact decisions by travelers considering use of US 97 to travel to Expo 86.

The Highway Division position has been to schedule the major overlay contracts, which cost $3 million each, on US 97, the Santiam, Warm Springs, Willamette, and Central Oregon highway. These, we feel, are the critical corridors to support the Central Oregon economy.

On the remaining lower volume routes which make up 80% of the total mileage, we must come up with ways to stretch the dollar. The recycle option looks like it may work and we now believe we can do the work without the grooves.

Stop by the office some time and I will be glad to give you the actual dollars we must work within.

Dale D. Allen

Dale D. Allen, P.E.
Region Engineer

DA:mr
encl
cc: Dick Nelson

NOTED
W. E. SCHWARTZ

FRED MILLER

RECEIVED
DOT DIRECTOR
FEB 18 '86
REFER TO
Boltner — Schwartz
FOR
Info | Inves | R/D | D/R | Sign | Act | File

copy to
Boltmer

I'm taking report
on plans -
J

734-1827

February 10, 1986

Brenda L. Kincaid, Executive Director
Redmond Chamber of Commerce
427 SW Seventh Street
Redmond, Oregon 97756

MAI

Your recent letter requested signs on the Sisters-Redmond highway advising strangers that the noisy surface is due to grooved pavement. We will install the signs requested.

From similar work done on other projects, we expect this to be a temporary condition which normally disappears during summer months.

As for the success of the recycling experiment, it appears at this time that it is a success and has the potential for substantial savings. The design and technology is, however, limited in this new field and is being evaluated nationwide.

Perhaps of equal importance to the cost saving is the potential for using recycling as an "interim treatment" until funds become available for a new overlay. In the Redmond-Madras-Prineville area, as well as statewide, there are many miles of cracked and potholed highways for which funds are just not available to construct the needed long-term improvements. Our program at this time is to utilize low-cost treatments to reduce this backlog and hopefully, in the future, be able to include a thin asphalt wearing surface as part of recycle contracts.

We realize that the cities of Redmond and Sisters received some negative comments about this project because of the surface. We appreciate the support the city officials and Chamber of Commerce have provided to date in helping to obtain public understanding of what the Highway Division hopes to accomplish. Making the best use of tax dollars and reducing the miles of potholed highways for Oregonians and tourists will continue to be our goal.

Enclosed is a recent report entitled Cold Recycling on Oregon's High Desert which explains the 1985 work in more detail.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

Enclosure
bc Dale D. Allen
R. E. Nelson - Order and install 2 signs.

REDMOND
CHAMBER OF COMMERCE
427 S.W. Seventh Street • Redmond, Oregon 97756
Telephone (503) 923-5191

January 17, 1986

W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 21 '86
REFER TO
Aiken
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

Orig to Schwartz
1/21

R/D
1/21

cy
1/23
due
1/30

Larry Rulien
Highway Engineer
102 Transportation Bldg.
Salem, OR 97310

Dear Mr. Rulien:

At a recent Chamber meeting, several persons commented on the condition of the highway between Redmond and Sisters on Highway 126. I have also had several people come into the Chamber office to talk about that road.

As I understand it, the technique used in paving that section of the highway last summer was an experiment, and the jury is still out as to the final verdict on the success of that experiment. I also understand, once the technique is refined, that the savings in both money and materials to the State will be tremendous.

We would like to suggest the possibility of putting signs in a couple of strategic locations on the highway indicating why the surface is so rough. I know it has caused several motorists to stop and examine their tires and the undercarriage of their car because they were concerned that the problem was the vehicle rather than the highway surface. A sign at the beginning of the resurfacing project would allay that concern.

If you have any other questions I can answer, please don't hesitate to contact me.

Sincerely,

REDMOND CHAMBER OF COMMERCE

Brenda L. Kincaid

Brenda L. Kincaid
Executive Director

BLK/jmt

STATE OF OREGON INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
NOV 7 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: Jim Wilson
Don Thurston
Dick Nelson

DATE: November 6, 1985

FROM: Dale Allen
Dale D. Allen
Region Engineer

NOTED
W. E. SCHWARTZ

SUBJECT:
Technical Report #2
Cold Recycle - Region 4

Copy
#16 [illegible]

A concern I had was how good a bond we were getting with the partial depth recycle work. As you recall, we started out at Sisters with tack only on each side of the berm. As the jobs progressed we had 3 or 4 small tack streams running ahead of the windrow. At the end, the train had been modified with a full width spray bar. Thurston's records should show where the changes were made.

Jim Wilson suggested the easiest way to determine how good of bond was obtained would be simply to cut cores and break a few at the cold joint. The attached report shows the results of this effort on all 3 projects.

What the report indicates is that the best bond occured at Sisters and was fair at Alkali Lake and Lakeview. Very poor bond occured where we used the High Float and polymer emulsions.

My feelings are that at Sisters the "fines" which remained in the cut were high in asphalt and were generally quite sticky. The combination of these high asphalt fines plus the tack apparently provided good bond. At Alkali Lake the fines were very dry and had little adhesion qualities. These fines, I feel, tended to reduce the bond and need to be addressed in next years jobs. Some method to reduce the fines falling into the cut area, removing them from the cut, or extra heavy tacking are the possible corrective methods. (where we have dry fines)

My recommendation would be to require the contractor to side cast or catch the fines falling off the belts if they are dry and increase the tack shot to 0.15 to 0.20 gallons. I believe the tack rate used last year was near 0.10 gallon. Visually, it did not provide a good coverage and with the voids evident in the cores, it would appear we could tolerate the additional emulsion.

Don/Dick - Please give me your comments and how the new specs will address this.

DA:mr
encl

cc: W. E. Schwartz
Don Adams

STATE OF OREGON INTEROFFICE MEMO

TO: Dale D. Allen
Region Engineer

DATE: October 31, 1985

FROM: Ron Shartner Ron
Region Inspector

SUBJECT: Cores on the Recycle Projects
Sisters--Redmond
District 11 Paving Projects

As requested by Dale Allen, Richard Nelson, Don Thurston, and the Lab, the following observations were made when drilling the 4" and 6" cores for the Lab (cores have been delivered to the Lab).

Sisters--Redmond Project:

M.P. 93.5 4 Cores 8' Rt. and 10 Rt., two 4" cores in each spot for the Lab; at 10' Rt. three 6" cores for gradation and asphalt content. Adherence to the surface below the recycled material was good on all the cores in this area. I drilled several cores on the meet line at Centerline and at the outside edge, adherence was good.

M.P. 98.0 7' Lt. and 9' Lt, two 4" cores in each spot for the Lab and three 6" cores for the Lab. Adherence was good on all the cores in this area.

M.P. 108.30 7' Rt and 9' Rt Three 6" cores for the lab; two 4" cores in each spot for the Lab. Adherence was good on all the cores in this area.

M.P. 111.0 7' and 9' Lt Three 6" cores for the Lab; two 4" cores in each spot for the Lab. Adherence was good on all the cores in this area.

Throughout the project the adherence of the recycled material to the pavement below was real good. The void content didn't look too bad. The cores held together well, no separation of cores and fine materials. The project, according to the cores of recycled material, adheres to the pavement below really well.

Klamath Falls--Lakeview M.P. 81.79-92.0±

M.P. 87.0	10' Lt.	Three 4" cores for the Lab
	6' Rt.	Two 4" cores for the Lab
	6' Rt.	Three 6" cores for the Lab.

The adherence of recycled material to the pavement below was fair. The cores held together well.

M.P. 91.0	9' Rt.	Three 4" cores for the Lab.
	5' Rt.	Two 4" cores for the Lab.
	5' Rt.	Three 6" cores for the Lab.

The adherence of recycled material to the pavement below was fair. The cores held together well.

M.P. 83.0	9' Rt.	Three 4" cores for the Lab
	9' Rt.	Three 6" cores for the Lab.
	6' Rt.	Two 4" cores for the Lab.

The adherence of recycled material to the pavement below was fair; cores held together well.

Lakeview--Burns Hwy M.P. 35.16-65.7

M.P. 37.0	6' Rt	One 4" core for the Lab.

Adherence was fair.

M.P. 40.0	6' Rt.	Three 4" cores for the Lab.
	9' Lt.	Two 4" cores for the Lab.
	9' Lt.	Three 6" cores for the Lab
	10' Rt.	One 4" core for the Lab.

Adherence was fair.

M.P. 41.0	8' Rt.	One 4" core for the Lab
M.P. 44.0	6' Rt.	One 4" core for the Lab.
M.P. 46	5' Lt.	One 4" Core for the Lab.

Adherence was fair.

M.P. 51 & 52.0 4' Lt. Two 4" cores for Lab--150S. The cores fell apart in the drill. The adherence was very poor.

M.P. 51.0	6' Rt.	Three 6" cores for the Lab
	6' Rt.	Two 4" cores for the Lab.
	9' Rt.	Three 4" cores for the Lab.

Adherence was fair.

M.P. 53.0	11' Lt.	One 4" core for the Lab.	HFE 150
M.P. 54.5	7' Lt.	One 4" core for the Lab.	HFE 150
M.P. 55.0	10' Rt.	One 4" core for the Lab.	
M.P. 55.0	3' Lt.	One 4" core for the Lab.	HFE 150
M.P. 59.0	11' Rt.	One 4" core for the Lab.	
M.P. 62.0	5' Rt.	One 4" core for the Lab.	
M.P. 62.0	9' Lt.	Three 4" cores for the Lab.	
M.P. 62.0	6' Lt.	Two 4" cores for the Lab.	
M.P. 62.0	6' Lt.	Three 6" cores for the Lab.	
M.P. 63.0	4' Rt.	One 4" core for the Lab.	
M.P. 65.0	9' Rt.	One 4" core for the Lab.	
M.P. 73.0	8' Rt.	One 4" core for the Lab.	

Adherence of the recycled material to the pavement below was fair-good on the above areas.

RS:br

10,000

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Sisters- Redmond	WEEK ENDING October 19, 1985
		SECTION PREFIX C10000-000
	HIGHWAY McKenzie	COUNTY Deschutes
NAME OF JOB sisters - Redmond Recycle	KIND OF WORK Pavement Recycle	
CONTRACTOR Valentine Surfacing	CONTRACT NUMBER 10000	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 4, 1985	DATE WORK STARTED May 21, 1985	ESTIMATED COMPLETION DATE August 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $368,682.05	SPECIFIED COMPLETION DATE August 15, 1985	PERCENT OF TIME ELAPSED 100%
EXCLUSIVE OF ENGINEERING: $339,447.35	ENGINEERING AUTHORIZATION $29,230.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $339,447.35	ENGINEERING COST TO DATE $ 0	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 0 %	DATE PROJECT WAS COMPLETED: July 29, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Recycle 100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					18.2 mi.
MILES PARTIALLY COMPLETED					18.2
MILES COMPLETED					18.2
TOTAL ESTIMATED QUANTITIES (CONTRACT)					18.2
TOTAL QUANTITIES CORRECTED TO DATE					18.2
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					0
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10-13	Ptly Cldy			
MONDAY 10-14	Ptly Cldy			
TUESDAY 10-15	Fair			
WEDNESDAY 10-16	Ptly Cldy			
THURSDAY 10-17	Fai r			
FRIDAY 10-18	Fair			
SATURDAY 10-19	Fair (est.)			

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SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 10-13	No Activity
MONDAY 10-14	No Activity
TUESDAY 10-15	No Activity
WEDNESDAY 10-16	No Activity
THURSDAY 10-17	No Activity
FRIDAY 10-18	No Activity
SATURDAY 10-19	No Activity

REMARKS

WORK COMPLETED

SEMIFINAL SUBMITTED OCTOBER 18, 1985

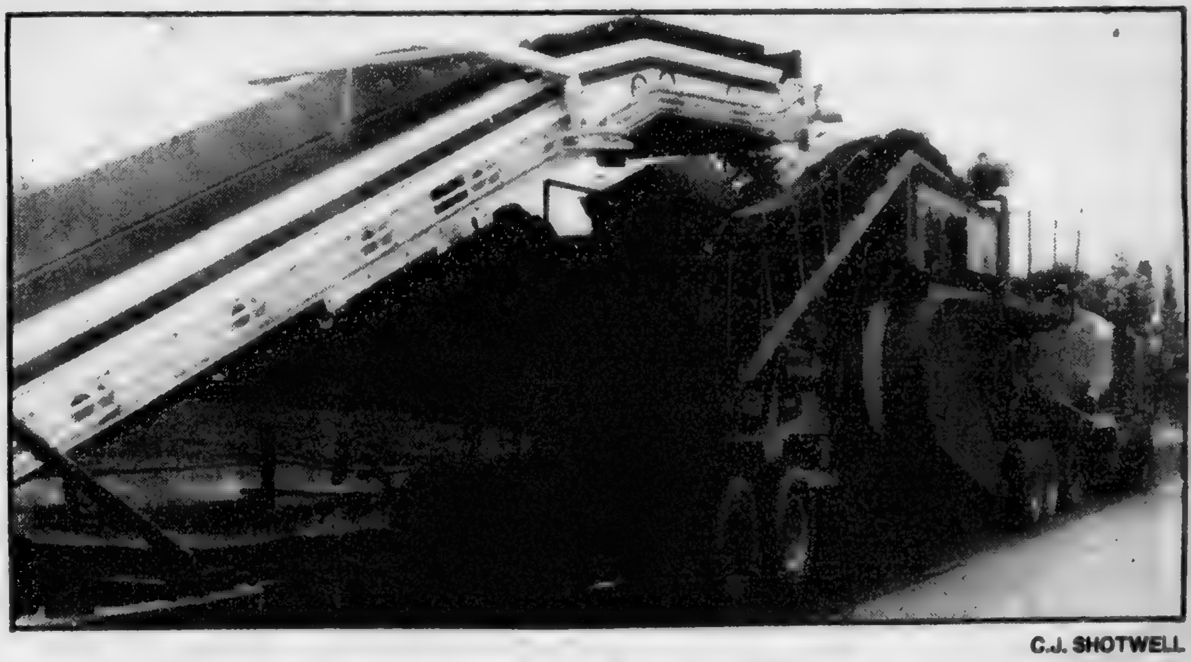
SIGNED David L. Olson LOCATION The Dalles Ore.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

10,000 6-9-85

'Train' lets Central Oregon highway builders recyc



C.J. SHOTWELL

RECYCLED ROAD — A mixer-crusher is the third "car" in the pavement-recycling train being used on the McKenzie Highway between Redmond and Sisters.

By ROBERT E. SHOTWELL
Correspondent, The Oregonian

SISTERS — A new kind of "train" is chugging across the Central Oregon landscape between Redmond and Sisters, part of a recycling project that's causing minor traffic delays but saving money.

The "train" is involved in the first of two highway surface recycling tests that promise tremendous savings and a new approach to the preservation of the state's aging roads, said Dale Allen, regional engineer for the Bend office of the state Department of Transportation.

The train is led by a "cold planer" that uses carbide-tipped teeth to trim the top 1½ inches from the highway surface.

"The material is picked up and put on a conveyor belt that dumps it into a roller/crusher, where it is screened to the maximum specifications for highway work," Allen explained. "The larger chunks that are screened out go to the crusher, and then the material is discharged to a pug mill. Along the way, it is mixed with a prescibed amount of water and asphalt emulsifier.

"It's a new roadbed, and it's all done while the train is moving along at 50 feet per minute."

The recycled road surface is discharged at the end of the train into neat rows. Another machines picks up the windrowed material and spreads it evenly across the traffic lane, and then a heavy roller compacts the new road surface.

"We can return traffic to the recycled surface in about 1½ hours after the train has passed," Allen said. "It's true, 100 percent recycling. We don't go to the 'store' to buy anything. It's all done at the site."

The bid from Valentine Surfacing Co. of Vancouver, Wash., was $312,000 for a 20-mile section of the McKenzie Highway between Redmond and Sisters, Allen said.

"If we overlayed the highway from edge to edge — using conventional methods — we could go about eight or 10 miles for $1 million, he said. "Using this 'train,' we can go 40 miles for $1 million. It's a tremendous savings."

Next on the schedule for the train is a 35-mile recycling job near Lakeview, with an estimated cost of $1.2 million — a price Allen said is a bargain, although the lifespan of the recycled surface is not yet known.

Charlie Valentine, co-owner of the company doing the work, is one of the inventors of the $567,00 machine that allows road builders to skip some of the steps in a conventional resurfacing project.

The two Central Oregon projects are the first application of the system in the Northwest, Valentine said. The machine, he said, is the only one of its kind.

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entral Oregon highway builders recycle the road

C.J. SHOTWELL

RECYCLED ROAD — A mixer-crusher is the third "car" in the pavement-recycling train being used on the McKenzie Highway between Redmond and Sisters.

CHECKING MIX — Charlie Valentine, who helped develop the road-shaving machine, checks the surface mixture for the proper mix of water and emulsifiers.

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1985 Power Line Rd.-Br. Rd. Sec.10,001
McNary Hwy. (I-82) S. Umatilla.
(Grading, paving & structure) #2

10,001

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-108	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Umatilla
MODIFICATION NUMBER 3	4-14-89	Project Number I-82-1(7)004

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 25 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,532,534.00	$ 3,445,784.00
Federal funds	$ 3,257,702.00	$ 3,177,701.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of APR , 19 '89 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon April 6, 1989

Federal-aid Project No. I-82-1(7)004

Powerline Road-Bridge Road Section
McNary Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code C000
Roadway Grading (Sta. "SB" 325+20 to Sta. "SB" 515+00)

Subtotal from previous estimate of June 8, 1987	$ 2,289,429.78
Decrease in Construction Costs	(86,750.00)
Subtotal	$ 2,202,679.78
Engineering	258,663.22
Total	$ 2,461,343.00

Type Code X281
Powerline Rd. U'Xing Str. No. 16447 (Sta. "PE" 33+00 to Sta. "PE" 36+30)

Total from previous estimate of May 12, 1987	$ 513,953.00

Bridge Rd. U'Xing Str. No. 16448 (Sta. "FRB" 509+85 to Sta. "FRB" 513+40)

Total from previous estimate of May 12, 1987	$ 361,429.32
Structures Subtotal	$ 875,059.00
Engineering	109,382.00
Total	$ 984,441.00

Length of Roadway ------------------- 3.590 mi.
Cost of Roadway Per Mile ------------$685,610.86

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,461,343.00	$2,269,850.00	$ 191,493.00
Structures	984,441.00	907,851.00	76,590.00
Total	$3,445,784.00	$3,177,701.00	$ 268,083.00

Appn Code: 042
Subjob 010 = 0%; Subjob 021 = 100%
Contract No. 10,001
Prefix: C630-1960 (P.E.)
C10001

DCN:bkw

10,6-1

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-159

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-10-[illegible]

State Oregon

County Umatilla

Project Number I-82-1(7)004

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 25, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,354,134	$ 3,532,534
Federal funds	$ 3,093,181	$ 3,257,702
Other revisions		

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19 [illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ XXX For: Larry Rulien

State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 8, 1987

FEDERAL AID PROJECT NO. I-82-1(7)004

POWERLINE ROAD-BRIDGE ROAD SECTION
MC NARY HIGHWAY
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE C000
ROADWAY (STA. "SB" 325+20 TO 515+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Reinforced Conc. Canal	SY	$ 16.10	22,700	365,470.00	23,540.87	$379,008.00
Diversion Weirs Gravity	EA	2,800.00	7	19,600.00	9	25,200.00
12-inch Culvert Pipe	LF	10.60	52	551.20	623.98	6,614.20
24-inch Coated Culvert Pipe (PA #2A)	LF	22.60	---	---	2,025	45,765.00
12-inch Waste Water Line (Pa #3A)	LF	60.00	---	---	600	36,000.00
48-inch Arch Pipe (PA #4A)	LF	45.00	---	---	300	13,500.00
Aggregate Base in "PE" Line (PA #6A)	TON	4.35	---	---	12,927.82	56,236.00
Grave in Drains (PA #118)	CY	20.00	---	---	84.90	1,698.00
				$385,621.20		$564,021.20

Subtotal as on estimate of May 12, 1987	$2,369,693.00
Total Increase	178,400.00
Total	$2,548,093.00

TYPE CODE X281
POWERLINE RD. U'XING STR. #16447 (STA. "PE" 33+00 TO "PE" 36+30)

Total as on estimate of May 12, 1987	$ 513,953.00

BRIDGE RD. U'XING STR. #16448 (STA. "FRB" 509+85 TO "FRB" 513+40)

Total as on estimate of May 12, 1987	$ 984,441.00
Length of Roadway	3.590 mi.
Cost of Roadway Per Mile	$ 709,775.21

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	042	$2,548,093.00	$ 2,349,851.00	$ 198,242.00
Structures	042	984,441.00	907,851.00	76,590.00
Total		$3,532,534.00	$ 3,257,702.00	$ 274,832.00

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. 10,001
Prefix: C630-1960 PE
Prefix: C10001
DDB:bkb

10,001

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 5-181	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
PROJECT REPORT NUMBER		Project Number I-82-1(7)004
MODIFICATION NUMBER 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 25 , 19 85 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,312,415.00	$ 3,354,134.00
Federal funds	$ 3,054,708.00	$ 3,093,181.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27TH day of MAY , 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXFor: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985 -491-818/46154

Gen Files

Oregon State Highway Division
Salem, Oregon May 12, 1987

Federal-Aid Project No. I-82-1(7)004

Powerline Road - Bridge Road Section
McNary Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code C000
Roadway Grading (Sta. "SB" 325+20 to 515+00)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
General Excavation	Cu. Yd.	$0.77	351,658	$270,766.66	395,816	$304,778.00
Aggregate Base	Ton	4.00	9,888	39,520.00	11,807	47,228.00
				$310,286.66		$352,006.00

Increase	$ 41,719.34
Subtotal from Estimate of April 18, 1985	2,069,310.44
Subtotal	$2,111,029.78
Engineering	258,663.22
Total	$2,369,693.00

Type Code X281
Powerline Rd. U'Xing (Str. #16447)(Sta. PE 33+00 to Sta. PE 36+30)

Subtotal from Estimate of April 18, 1985	$ 513,953.00

Type Code X281
Bridge Road U'Xing (Str. #16448)(Sta. FRB 509+85 to Sta. FRB 513+40)

Subtotal from Estimate of April 18, 1985	$ 361,106.00
Subtotal	$ 875,059.00
Engineering	109,382.00
Total	$ 984,441.00

Length of Grading -------------------- 3.590 miles
Cost of Grading Per Mile ------------ $660,081.62

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Grading	042	$2,369,693.00	$2,185,330.00	$184,363.00
Structure	042	984,441.00	907,851.00	76,590.00
TOTAL		$3,354,134.00	$3,093,181.00	$260,953.00

Group 1 = 100%
Contract No. 10,001
Prefix: 630-1960 PE
Prefix: 630-1011

RLC:me

ATE CO

TO BE COMPLETED BY FHWA 4-219	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Umatilla PROJECT NO. I-82-1(7)004

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-82 Powerline Road - Bridge Road Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-13-85	3.59
OTHER *(Specify)*		

FUNDS PRO-RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,312,415.00	$ 3,054,708.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
for Manager, Program Section
(Title)
XXXXFor: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator 4-25-85

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 18, 1985

FEDERAL AID PROJECT NO. I-82-1(7)004

POWERLINE ROAD-BRIDGE ROAD SECTION
McNARY HIGHWAY
UMATILLA COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE C000
ROADWAY GRADING (Sta. "SB" 325+20 to "SB" 515+00)

Mobilization	Lump Sum	All	Lump Sum	$ 243,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	1,700.00
Temporary Signs	Sq. Ft.	265	10.00	2,650.00
Temporary Barricades	Each	9	100.00	900.00
Temporary Guardrail, Type 2 Reflectorized	Lin. Ft.	950	9.50	9,025.00
Temporary Plastic Safety Markers	Each	15	75.00	1,125.00
Flaggers	Hour	1,000	15.00	15,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	75,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	10,000.00
General Excavation	Cu. Yd.	351,658	0.77	270,776.66
Embankment in Place	Cu. Yd.	373,094	0.72	268,627.68
Granular Embankment Material	Cu. Yd.	1,030	10.00	10,300.00
Overhaul	C-Yd. Sta.	117,240	0.28	32,827.20
Trench Excavation	Cu. Yd.	3,535	15.00	53,025.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	35,000.00
Watering	M-Gal.	10,000	4.00	40,000.00
Aggregate Base	Ton	9,880	4.00	39,520.00
Aggregate Shoulders	Ton	4,703	3.50	16,460.50
Treated Base Mixture	Ton	9,038	7.00	63,266.00
Cement in Treated Base Mixture	Ton	497	80.00	39,760.00
Class "B" Asphalt Concrete Mixture	Ton	3,361	17.00	57,137.00
Asphalt Cement in Mixture	Ton	202	180.00	36,360.00
Hydrated Lime in Mixture	Ton	34	100.00	3,400.00
Concrete in Box Culverts	Cu. Yd.	55	325.00	17,875.00
Reinforcement in Box Culverts	Lb.	6,260	0.39	2,441.40
Reinforced Concrete Canal Lining	Sq. Yd.	22,700	16.10	365,470.00
Diversion Weirs, Pump	Each	2	2,600.00	5,200.00
Diversion Weirs, Gravity	Each	7	2,800.00	19,600.00
Pump Turnouts	Each	1	2,200.00	2,200.00
Gravity Turnouts	Each	5	2,300.00	11,500.00
12-inch Culvert Pipe	Lin. Ft.	52	10.60	551.20
15-inch Culvert Pipe	Lin. Ft.	1,180	12.00	14,160.00
18-inch Culvert Pipe	Lin. Ft.	1,238	13.10	16,217.80

24-inch Culvert Pipe	Lin. Ft.	130	20.00	2,600.00
36-inch Culvert Pipe	Lin. Ft.	1,656	24.25	40,158.00
36-inch Culvert Arch Pipe	Lin. Ft.	300	25.00	7,500.00
18-inch Storm Sewer Pipe	Lin. Ft.	2,104	17.50	36,820.00
24-inch Storm Sewer Pipe	Lin. Ft.	350	30.00	10,500.00
12-inch Irrigation Pipe	Lin. Ft.	590	15.00	8,850.00
18-inch Irrigation Pipe	Lin. Ft.	420	17.00	7,140.00
12-inch PVC Pipe	Lin. Ft.	84	5.00	420.00
Concrete Inlets, Type G-2MA	Each	13	500.00	6,500.00
Concrete Inlets, Type ME	Each	1	750.00	750.00
8" Drain Pipe	Lin. Ft.	225	5.00	1,125.00
Drain Backfill Material	Cu. Yd.	25	10.00	250.00
Guard Rail, Type 2	Lin. Ft.	1,600	8.00	12,800.00
Guard Rail, Type 2A	Lin. Ft.	1,800	11.00	19,800.00
Guard Rail, Type 3	Lin. Ft.	200	26.00	5,200.00
Guard Rail Anchors, Type 1 Modified	Each	8	250.00	2,000.00
Guard Rail End Pieces, Type B	Each	8	40.00	320.00
Type 1 Fence	Lin. Ft.	18,525	1.00	18,525.00
Type 2 Fence	Lin. Ft.	42,560	1.20	51,072.00
Extra for Asphalt Approaches	Each	7	200.00	1,400.00
Paved Culvert End Slopes	Sq. Ft.	1,484	12.00	17,808.00
Loose Riprap, Class 50	Cu. Yd.	8	10.00	80.00
Cattle Guard	Each	3	4,700.00	14,100.00
Delineators, Type 2	Each	20	20.00	400.00
Delineators, Type 3	Each	14	24.00	336.00
Delineators, Type 4	Each	21	11.00	231.00
Seeding, Fertilizing and Mulching	Acre	17	550.00	9,350.00
Seeding and Fertilizing Gravel Blanket	Acre	40	225.00	9,000.00
Gravel Blanket	Sq. Yd.	550,000	0.00	0.00
				$2,065,110.44

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 3,400.00
On-The-Job Trainees ($0.80 x 1,000 hr.)	All Required	800.00
		$ 4,200.00
	SUBTOTAL	$2,069,310.44
	Engineering	258,663.56
	TOTAL	$2,327,974.00

TYPE CODE X281
POWERLINE RD. U'XING (Str. #16447)(Sta. P.E. 33+00 to Sta. P.E. 36+30)

Structure Excavation	Cu. Yd.	1,283	5.50	$ 7,056.50
Special Wall Backfill	Cu. Yd.	480	14.00	6,720.00
Structural Concrete, Class 3300 (555 C.Y.)	Lump Sum	All	Lump Sum	136,334.00

Structural Concrete, Class 5000 (995 C.Y.)	Lump Sum	All	Lump Sum	154,572.00
Expansion Joint, Single Strip Seal	Lin. Ft.	104	128.00	13,312.00
Reinforcement (171,300)	Lump Sum	All	Lump Sum	58,242.00
Coated Reinforcement (48,000)	Lump Sum	All	Lump Sum	24,960.00
Prestressing Steel (63,000)	Lump Sum	All	Lump Sum	56,070.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	212	60.00	12,720.00
Metal Bearing Devices	Each	4	1,325.00	5,300.00
Two Tube Metal Railing	Lin. Ft.	801	32.50	26,032.50
Slope Paving	Sq. Yd.	326	31.00	10,106.00
Slope Paving Curbs	Lin. Ft.	158	16.00	2,528.00
				$ 513,953.00

TYPE CODE X281
BRIDGE ROAD U'XING (Str. #16448)(Sta. FRB 509+85 to Sta. FRB 513+40)

Structure Excavation	Cu. Yd.	350	5.50	$ 1,925.00
Special Wall Backfill	Cu. Yd.	60	14.00	840.00
Structural Concrete, Class 3300 (372 C.Y.)	Lump Sum	All	Lump Sum	95,700.00
Structural Concrete, Class 4500 (280)	Lump Sum	All	Lump Sum	41,000.00
Compression Joint Seal	Lin. Ft.	64	41.00	2,624.00
Reinforcement (72,900)	Lump Sum	All	Lump Sum	24,786.00
Coated Reinforcement (42,000)	Lump Sum	All	Lump Sum	21,840.00
110'/115' Prestressed Beams	Each	8	10,351.00	82,808.00
130'/135' Prestressed Beams	Each	4	11,971.00	47,884.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	127	60.00	7,620.00
Two-Tube Metal Railing	Lin. Ft.	792	32.50	25,740.00
Slope Paving	Sq. Yd.	205	31.00	6,355.00
Slope Paving Curbs	Lin. Ft.	124	16.00	1,984.00
				$ 361,106.00

SUBTOTAL	$ 875,059.00
Engineering	109,382.00
TOTAL	$ 984,441.00

Length of Grading ------------------------ 3.590 miles
Cost of Grading Per Mile ---------------- $648,460.73

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Grading	$2,327,974.00	$2,146,857.00	$181,117.00
Structure	984,441.00	907,851.00	76,590.00
TOTAL	$3,312,415.00	$3,054,708.00	$257,707.00

Group 1: 100%
Contract No. 10,001
Prefix: 630-1960 P.E.
Prefix: 630-1011

CPL:pf/me

10,00[illegible]

5

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 10	COUNTY Umatilla		DIVISION Oregon
DATE OF REPORT March 15, 1989	REPORT MADE BY 3-15-89 T. P. Lowe , Area Engineer			PROJECT NO. I-82-1(7)004
COMPLETION DATE (Actual) September 6, 1986	ACCEPTANCE DATE BY CONRTACT AGENCY March 11, 1988	TIME ELAPSED %		CONTRACT TIME
LOCATION See below				

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

POWERLINE RD. - BRIDGE RD SECTION
McNary Highway
Grading, Paving and Structure

This project provided for the initial grading of I-82 from Powerline Rd. to Bridge Rd. a distance of 3.64 miles.

The contract overran twenty seven days. A seven day time extension has been granted leaving twenty days liquidated damages.

RECEIVED
STATE HWY ENGR
MAR 29 '89
ASSIGNED TO
Husby
FOR
INFO | [illegible] | ROUGH DRAFT | DIRECT REPLY | [illegible] | ACT | FILE

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4-4

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P. Lowe		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 3/17/89	TITLE District Engineer	DATE 3/28/89

FORM FHWA 1446B (Rev. 2-84)   PREVIOUS EDITIONS MAY BE USED.

10001

J

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5
10001

TO: Carolyn Philp
General Files

DATE: March 3, 1989

FROM: Steve Littrell
Contract Claims Coordinator S Littrell

SUBJECT: Settled Litigation
Powerline Road-Bridge Road
Ross Bros. vs State of Oregon
Umatilla County Circuit Court Number CV87-818
Contract No. 10001
FAP No. I-82-1(7)004

This memo is written to inform you that the above litigation has been settled. I am returning the documents we previously requested of you.

These records may now be disposed of in the normal fashion. Thank you for your cooperation and assistance in this matter.

SL:mk

Encl.

cc: William Anhorn
R. D. Hector
Mike Gardner

03016m

RECEIVED
STATE HWY ENGR

MAR - 6 '89

ASSIGNED TO

FOR

10,001

J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: February 28, 1989

In Reply Refer to File No.:
CON 5
10001

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: For Kenneth E. Husby
Construction Engineer

SUBJECT: Transmittal of Litigation Settlement
Powerline Road-Bridge Road
Ross Bros. vs State of Oregon
Umatilla County Circuit Court No. CV87-818
Contract No. 10001
Price Agreement No. 22
FAP No. I-82-1(7)004

Attached is Price Agreement No. 22 for $12,000 for settlement of all claims and filed litigation by Ross Bros. Construction, Inc., as per attached Settlement Agreement and Release, for the above referenced project. A brief explanation of the contractor's claim, our findings, and the resolution follows:

Claim:

This claim for additional compensation and subsequent litigation involves a request by the contractor to use a more cost effective material (aggregate base) instead of CTB and subsequent disagreement between the parties to the pricing of the substituted material.

First, the contractor suggested to the State that he be allowed to use 22 inches of aggregate base material at $5.70 a ton instead of CTB at $7.00 a ton on the PE line. This would be a savings to the State of $1,841. The State agreed with the proposal, but found it would only take 11 inches of aggregate base to complete this substitution.

Due to the reduction of one-half the quantity, the contractor then proposed a revised cost of $8.20 a ton for aggregate base material with a total savings to the State of $28,873. The State revised the

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FOR
FILE
734-2023 (6-88)

AN EQUAL OPPORTUNITY EMPLOYER

thickness of the aggregate base to 12 inches, and questioned the contractor's pricing when he had bid aggregate base material at $4.00 a ton for similar work.

The contractor then offered to provide this material for $7.00 a ton. The State refused this offer and issued a unilateral Price Agreement for $4.35 a ton for an estimated 10,000 tons of aggregate base. The State's cost figure comprises $4.00 a ton for the material and an additional $.35 for extended haul.

After an extended impasse, and after giving the State notice of intent to file claim on November 6, 1986, the contractor filed suit in Umatilla County on October 5, 1987, to recover his cost difference between the $4.35 per ton and $7.00 per ton or $34,256.55. A copy of the complaint is attached.

Findings:

The contractor submitted his claim documentation on December 8, 1986. At that time he fine-tuned his actual costs to $6.79 a ton for this material and requested five additional days to complete this work due to a 3,889 ton overrun in aggregate base material.

In reviewing this documentation, the State determined that the contractor's actual cost would be $5.98 a ton. Since this was not extra work, the contractor was only due the $4.00 a ton bid price plus the additional $.35 for haul. The contractor's claim was denied by the Project Manager on February 10, 1987.

The claim was again analyzed by the Project Manager's Office, April 28, 1987, in light of possible delays and inefficiency attributed to the aggregate base work done under "stage traffic" areas. The State found that the unit cost would be $4.74 per ton before normal mark-up and $5.47 after mark-up. This new pricing information was not relayed to the contractor and his claim was denied at the Construction Office level.

Resolution:

A related claim by the contractor for a time extension of 20 days due to the increase in general excavation quantities by 97,300 cubic yards was pending. The contractor was assessed 20 days of liquidated damages.

The Settlement Agreement and Release is for settlement of all claims, liquidated damages, and interest monies due for $12,000. A breakdown of the settlement reasoning follows:

Demand	Issue	Amt. Claimed	Possible Amt. Allowed
a. Claim for Additional Compensation [($5.47-$4.35) x 12,927 = $14,478.24]	Aggr. Base Pricing	$34,256.55	$14,478.24
Interest	(744 days @ 13%)		$ 3,836.54
b. Return of Liquidated Damages @ 450/day (20 days)	Additional Quantities	$ 9,000.00	$ 9,000.00
Interest (24 months @ 13 percent)		________	$ 2,340.00
	TOTALS	$43,256.55	$29,654.78

The contractor is not due any compensation under (a) above. He is due a return of liquidated damages and the interest on this amount for a total of $11,340.00 under (b) above. Therefore, we have determined it to be in the public's best interest to settle this complaint for $12,000. Your concurrence is requested with federal participation in this settlement in the amount of $11,066 (92.22 percent).

Please contact this office if you need additional information.

KEH:OBJ:SJL:mk

Attach.

cc: ✓Bill Anhorn
R. D. Hector

02236m

10001

January 3, 1989

CON 5 - 10,001

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

A post-final payment for $12,000.00 will be made to Ross Bros. Construction, Inc. on Contract No. 10,001 for work on the Power Line Road-Bridge Road Section of the McNary Highway in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,079,459.01 including the post-final payment. Of the total, $33,797.64 is for force account.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

bc: Kenneth E. Husby
Thomas D. Lulay
R. D. Hector

June 3, 1988

CON 5 - #10,001

Umatilla Ready-Mix, Inc.
P. O. Box 257
Hermiston, OR 97838

Attn: Bud Englert
General Manager

Thank you for a copy of your letter of May 20, 1988, releasing your claim against Ross Bros. Construction, Inc. and Alpine Concrete.

This was in connection with Ross Bros. Construction, Inc.'s Contract No. 10,001 for work on the Power Line Road-Bridge Road Section of the McNary Highway in Umatilla County.

This information will be noted in our records.

Fran Neavoll
Commission Services

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: Bryant Jackmond

bbc: Sec. of State

UMATILLA READY-MIX, INC.

P. O. BOX 257
HERMISTON, OREGON 97838

PLANTS LOCATED AT
HERMISTON (503) 567-6173
BOARDMAN (503) 481-9382
HEPPNER (503) 676-9406

CONCRETE ACCESSORIES
CONCRETE AGGREGRATE
PRECAST CONCRETE
REINFORCING STEEL
SAND

May 20, 1988

Mr. R. M. Laursen
Surety Claims, SAFECO
4909 156th Avenue NE
Redmond, Washington 98082

Re: Ross Bros. Construction, Inc.
Alpine Concrete (subcontractor)
Bond: No. 4370277
Project: Umatilla County, Powerline Road-Bridge
Road Section, McNary Highway #10,001
Amount: $8,072.40

Mr. Lauren:

Please be advised I talked with Steve Ross on May 18, 1988 and agreed to settle account. I received check today for $3,974.04 and will write off the remaining balance as soon as their check clears the bank.

I hereby release my claim against Ross Bros. Construction, Inc. and Alpine Concrete on the above mentioned project.

Thank you for your efforts in settling this matter.

UMATILLA READY-MIX, INC.

Bud Englert

Bud Englert
General Manager

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N
Salem, Oregon 97303

✓ George Bell, Assistant Director
Department of Transportation
Transportation Building
Salem, Oregon 97310

RECEIVED
MAY 23 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,001

J

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 5
2111 ADAMS AVE., P.O. BOX 850, LA GRANDE, OREGON 97850 PHONE 963-3177

April 22, 1988

In Reply Refer to
File No.:

Ross Brothers Construction, Inc.
Attention: Terry Guisinger
3501 Brooklake Road N.
Salem, Oregon 97303

Re: Time Extension Request
Powerline Road - Bridge Road
Contract No. 10001

Dear Mr. Guisinger;

In response to your letter to Commission Services I can tell you that your subject request is now being considered by the Construction Office. You will be notified as soon as an entitlement determination has been made.

J.X. Wilson

J.X. Wilson
Region 5 Construction Engineer

cc: Fran Neavoll

JXW/jb

.10,001

J

ROSS BROS.
CONSTRUCTION,
INC.
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
503-393-5885

March 21, 1988

Fran Neavoll
Commission Services
Dept. of Transportation
Transportation Bldg.
Salem, OR 97310

Re: Liquidated Damages - Time Extension
Powerline Rd. - Bridge Rd.
Contract #10,001
Ross Bros. Job #2-85

Dear Fran:

We are in receipt of a copy of your letter to Safeco Ins. Co. dated March 17, 1988 stating the State Highway Division accepted the project on March 11, 1988.

Ross Bros. has filed request for an extension of contract time within the 60 day limit of 2nd notification and with consent of surety requesting elimination of all liquidated damages.

As of this date, we have had no response on our request to eliminate liquidated damages. Our last inquiry on this matter was to Mike Gardner on Feb. 15, 1988 (see copy attached).

Ross Bros. therefore, reserves our right to file claim for all extra costs incurred by Ross Bros. due to this delay, including but not limited to delay, impact present and future, equipment costs and interest.

Sincerely,

ROSS BROS. CONSTRUCTION, INC.

Terry Guisinger

Terry Guisinger
Engineer

enc.
cc: File

orig to Bryant Johnson to reply

RECEIVED
MAR 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROSS BROS.
CONSTRUCTION,
INC.
3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
503-393-5885

February 15, 1988

Mike Gardner
Project Manager
PO Box 831
Hermiston, OR 97838

Re: Status of Time Extension Request
Powerline Rd. - Bridge Rd.
Contract #10,001
Ross Bros. Job #2-85

Dear Mike:

We received notice from J.X. Wilson on Feb. 6, 1988 that you are still needing more details in regard to our time extension request submitted with consent of Surety and form E-320 on Oct. 28, 1986.

At the present time there are 20 calendar days liquidated damages still charged the subject project. Based on the following itemized breakdown, Ross Bros. believes an extension of time of 20 calendar days should be granted which, if approved, will eliminate all liquidated damages on the subject project:

1) The quantity of general excavation increased by 97,224cy from 351,658cy originally planned to 448,952cy per estimate #21 dated 11-27-87. This increase delayed finishing and contouring slopes and the seeding on the subject project. This occured daily during the life of the project starting with the first day of excavation. Based on the increased general excavation quantities, overhaul, etc., Ross Bros. is requesting an extension of 20 calendar days to complete the project without accessment of liquidated damages.

2) EWO #2 - Shaping and contouring areas between exchange legs (Sept. 29, 1986 thru Oct. 21, 1986). During this period 7 calendar days were charged, Ross Bros. believes an extension of 7 calendar days should be returned to the contractor because of EWO #2.

3) EWO #7 - Moving gravel blanket stockpile from SB to State borrow pit (Oct. 2, 1986 thru Oct. 6, 1986).

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

During this period 5 calendar days were charged, Ross Bros. therefore requests an extension of 5 calendar days because of EWO #7.

Based on the above 3 reasons, Ross Bros. feels justification has been given to eliminate all liquidated damages.

Consent of Surety & Form E-320 have already been submitted prior with our second request on Oct. 28, 1986.

Sincerely,

ROSS BROS. CONSTRUCTION, INC.

Terry Guisinger

Terry Guisinger
Engineer

cc: File
Steve

RECEIVED
MAR 22 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,001

March 17, 1988

CON 5 - 10,001

Safeco Insurance Company
4101 S. W. Kruse Way
Lake Oswego, OR 97034

Contract No. 10,001 awarded to Ross Bros. Construction, Inc. for work on the Power Line Road-Bridge Road Section of the McNary Highway in Umatilla County was completed on February 8, 1988, and accepted by the State Highway Division on March 11, 1988.

Final payment in the amount of $500.00 will be released to the contractor after March 22, 1988. The total contract amount is $3,067,459.01 including $33,797.64 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract, some of which have been paid.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc: C. O. Fredrickson
Walt Hart
Mike Gander
Robert D. Hector

10,001

CON 5 - 10,001

Ron Kleinschmit
Contract Claims Coordinator

March 14, 1988

Fran Neavoll
Commission Services

Contract No. 10,001
Ross Bros. Construction, Inc.
Power Line Road-Bridge
 Road Section
McNary Highway
Umatilla County

As requested in your memo of March 8, 1988, we are attaching the following on the above-mentioned contract:

A copy of the contract, including the signature pages, and the Certificates of Insurance.

A copy of the Bid Proposal received at the bid letting of April 4, 1985.

A copy of the Transportation Commission Minutes of May 21, 1985, pages 6124, 6126, 6147, 6152, and 6153.

Any other correspondence would be in the General Files contract folder.

slp
Attachments

STATE OF OREGON INTEROFFICE MEMO

Highway Construction 378-6318 CON 5
CONFIDENTIAL - CLAIM FILE 10001

TO: Caroline Philp
General Files

DATE: March 8, 1988

FROM: Ron Kleinschmit Ron
Contract Claims Coordinator

SUBJECT: Contract 10001
Powerline Road-Bridge Section
Umatilla County
Ross vs. State of Oregon
Complaint No. CV 87-818, Request for Discovery

This memo is to be treated as CONFIDENTIAL, prepared at the request and direction of William Cloran, Assistant Attorney General for the State of Oregon, representing the Highway Division in this matter. No copies should be made or distributed without conferring with Mr. Cloran. This memo should be filed in a separate file in the contract records, marked as litigation CV 87-818 file. Please do not include this memo in the data you are being requested to submit to my office.

The contractor on the above project, Contract No. 10001, Ross Bros. Construction, has filed litigation related to a construction claim. Attached is a copy of the complaint and a formal request for discovery related to that litigation. Please read the request carefully. Failure of the Division to produce the documents in a timely fashion is usually detrimental to our position.

Please assemble the documents in your possession, pack them in standard storage boxes (large archive boxes are okay for rolls of X-sections, maps, etc.), prepare an inventory of the included information suitable for indexing and return receipt acknowledgement. Clearly mark each carton as to originator, number the cartons, and make arrangements to have them shipped or delivered to the Construction Office in care of myself.

If the files in your possession may not be removed from their area due to administrative rule, please prepare the same inventory and submit to me. It is preferred that machine copies be sent with the inventory rather than scheduling a discovery at your site.

The date for delivery to this office is by Friday, March 25, 1988, to allow the Division's attorney time to review the documents as to discoverability. If, for any reason, you cannot make this date, please notify me immediately.

If you have no documents in your possession, or under the control of your Section, simply note same on a copy of this letter and return to me. **Please identify any core samples that may be in existence.** Particular effort should be made to locate all forms of diaries and telephone logs. These are often overlooked as they may not be job specific, but may contain important information.

The attached request is somewhat specific as to what they want. I have attached a memo written to our attorney concerning some of the requests. They are very vague or unreasonable. Please do the best you can. We are requesting that you submit all documents you have kept in your possession, if they are organized for this contract only. We are not asking you to search beyond your job files. If you think they may be somewhere else we might reasonably look, please identify the location for me. If the complainant has not had an opportunity to review them, we may not be able to use them at the time of trial in our defense.

Thank you for your assistance. If you have any questions regarding this request, please contact me. Every effort will be made to return the documents to you in a timely fashion.

RK:hh

Attach.

cc: With Request Attached:
Ken Karnosh
Bill Harlon
Carol Lopez
George Machan, Geotech
Fran Neavoll
Walt Hart, Bridge
Wayne Cobine, Final Design
R. D. Hector
Dick Hacek
J. X. Wilson
Region 5 Geology
Mike Gardner
Bruce Walton
Herm Mitzel
D. O. Christensen, Road Design
Ted Litchfield, Specifications
William Cloran, w/o attach.

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

CON 5
10001

TO: Jim Van Dyke
Assistant Attorney General

DATE: March 8, 1988

FROM: Ron Kleinschmit Ron
Contract Claims Coordinator

SUBJECT: Powerline Road - Bridge Road Section
McNary Highway
Umatilla County
Contract No. 10001
Ross Bros. vs. State of Oregon, CV 87-818

I have reviewed the request for production on the subject project and I am having some problems with it. Many of the items are unclear or unreasonable. We will make a diligent effort to comply with the request. However, I would like to make the following comments for your consideration.

Requested Documents:

1) This request is clear where the documents reside in any office of the Highway Division/ODOT related to construction or design. I am not sure what the last sentence means, though.

2) This request is unclear; however, we will produce everything we can find.

3) This request is unclear in scope or specificity. If it is reasonably connected with the project, it will be found as in #2.

4) This request is likewise unclear. What is "in connection with the design cost and the performance cost"? Do they want to know what it costs to design it or operate it, or the cost of construction estimates?

5) This request is again unclear. We can give them the documents that exist relating to the construction activity. Do they want some schedule relating to when it would be designed? I am not aware we have such a thing. Except for correspondence during location as to schedule, no separate schedules are kept like this.

6) This request is, to some extent, unreasonable. Within the Accounting Section, Construction Section, Region and field offices, there is one file on this project. If the request asks for information from the computer system, including support vouchers in the archives, we are looking at one very expensive undertaking. If they wish to search the computer to identify something they want, we can arrange for that.

7) This request is completely unreasonable. As to this project, there is no separate document or file in existence containing this information. It would have to be item by item retrieval from the computer system. This has never been tried except for a very small number of items. The Federal billing is not something you can put your hands on.

8) This request is as unreasonable as #7. Except for the skeleton file in Accounting, which will be produced, this task is about equal to #7.

9) This request will be pursued through the normal record keeping for the project, including general files, all field office files, etc. If it is not found there, it is impossible to guarantee all copies are found. Can they be more specific?

10) This request, as far as the Highway Division/ODOT and related to this specific project, should be identifiable and produced. If they are talking about other projects or subjects, they need to be more specific.

11) All items kept in the normal fashion will be produced. Do they want us to notify the entire Highway Division to see if they wrote anything about the job during construction?

12) Okay.

13) Okay.

14) Okay.

15) Okay.

16) Okay.

17) Okay.

18) Okay, except if prepared for or at the request of the Attorney General's Office.

19) This is an unreasonable request. Statistical information exists on all projects bid in the State, as far as construction is concerned. That information exists in the Construction Office. If they wish to provide a person to identify specific documents or projects, the Cost Analysis Section can show them the files. That information may also exist in the computer. Where they state "Projects Pending", if the project has not been let for bid, the information is not public.

Please advise me on any clarification you may have on their request. We intend to make our usual effort to provide them with everything we can find. We do not, however, intend to begin a research project on a Statewide basis, or put together a neat little book for them. As in the past, we have tried to provide everything, and make no judgement as to exactly which piece of paper they want.

RK:hh

03071h

Lori McM

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UMATILLA

ROSS BROS. CONSTRUCTION, INC., an Oregon corporation, Plaintiff, vs. STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant.	No. CV 87-818 COMPLAINT (Breach of Contract) Jury Demand

For its complaint, plaintiff alleges as follows:

FIRST CLAIM FOR RELIEF

(Breach of Contract, Claim for Payment for Changed Work)

1.

This lawsuit arises from work performed by plaintiff in Umatilla County, Oregon.

2.

Plaintiff Ross Bros. Construction, Inc. ("Ross Bros."), is a corporation duly qualified and authorized to transact business in Oregon.

3.

Plaintiff submitted the low responsive responsible bid to defendant State of Oregon's invitation to bid on Contract No. 10001, which called for grading, paving, and structure work on the Powerline Road-Bridge Road Section of the McNary Highway in Umatilla County.

4.

Plaintiff has fully performed all work under the contract.

5.

On or about May 1, 1985, Ross. Bros. notified the State that it could save money if it changed the type of base from cement-treated base ("CTB") with a thickness of 11 inches to an aggregate base of 22 inches. The State decided to change the base from CTB to aggregate base. However, it required only 12 inches of the aggregate base. Plaintiff requested $8.20 per ton to replace the CTB with aggregate base, which would have saved the State $28,873.40.

6.

The State prepared a "price agreement" for this extra work, which increased the quantity of aggregate base and the price for the base by $10,000 at the unit price of $4 per ton. Plaintiff rejected the offer of $4 per ton in writing and suggested a price of $7 per ton.

7.

The State prepared a second price agreement, increasing the proposed unit price to $4.35 per ton. Again, plaintiff rejected that offer.

8.

Contract No. 10001 incorporates the standard specifications for highway construction ("the Green Book"). Section 109.04 discusses compensation for changes and alterations for plans or character of the work. Pursuant to that section, the contractor is entitled to a fair and equitable allowance for the work, as changed.

9.

The State has failed to make a fair and equitable allowance for the work as changed. Plaintiff claims that the reasonable price of the work as changed and a fair and equitable price for the work as changed would be an additional $2.65 per ton or $34,256.55.

10.

Plaintiff is entitled to interest on the amount demanded at the rate specified in ORS 279.575.

JURY DEMAND

Plaintiff demands trial by jury.

WHEREFORE, plaintiff requests judgment in the amount of $34,256.55, plus interest at the rate specified in ORS 279.575 for its costs and disbursements herein, and for such other relief as the Court deems just.

DATED this 5th day of October, 1987.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH, P.C.

Barry W. Dod

JOSEPH A. YAZBECK, JR., OSB #77400
BARRY W. DOD, OSB #82240
Of Attorneys for Plaintiff

Trial Attorney:
JOSEPH A. YAZBECK, JR.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF UMATILLA

CE (CAE) — RECEIVED — SPC ___ TC ___
COE ___ OM ___ — SA (CC)
OE ___ — MAR 0 3 1988 — FE ___ CP ___
CA ___ — PQC ___
CAM ___ — CONSTRUCTION SECTION — QCS ___
EEO ___ — FILE ___

ROSS BROS. CONSTRUCTION, INC.,)
an Oregon corporation,)
)
Plaintiff,)
)
vs.)
)
STATE OF OREGON, acting by and)
through its TRANSPORTATION)
COMMISSION, DEPARTMENT OF)
TRANSPORTATION, HIGHWAY DIVISION,)
)
Defendant.)

No. CV 87-818

PLAINTIFF'S FIRST REQUEST FOR PRODUCTION

TO: James H. Van Dyke, counsel for the State of Oregon.

Pursuant to ORCP 43, plaintiff requests that defendant produce for inspection and copying by ~~March 18,~~ April 1, 1988, at 9:00 a.m., at the office of the Oregon Department of Transportation, in the city of Salem, to be designated by James H. Van Dyke, the following described documents:

DEFINITIONS

A. The term "person" means, inclusively, an individual, partnership, corporation, or other entity or organization.

B. Where reference is made to any date or any figure, such reference is intended to connote an approximation.

C. "Document" or "documents" is meant to include all items within the scope of Oregon Rule of Civil Procedure 43 and, without limiting its generality, contracts, change orders, agreements, correspondence, letters, telegrams, reports, records, schedules, diaries, calendars, appointment books, quotations, invoices, purchase orders, books, pamphlets, accounting records and worksheets, time slips, computer inputs or outputs, charts, diagrams, notes, estimates, summaries, appraisals, inventories, minutes of meetings and memoranda, including intercorporate, intracorporate, interoffice and intraoffice memoranda, and memoranda regarding conferences, conversations, or telephone conversations, any and all taped, recorded, written printed or typed matters of any kind or description, unless otherwise specified herein.

D. When correspondence between one or more persons is requested, the request is meant to include, without limiting its generality, any document or documents given, sent, or shown by one such person to one or more other such persons however transmitted or delivered, and whether or not retained by the recipient or recipients at the time of transmittal or delivery.

E. Each draft or version of each document is included within the definition as are all attachments, exhibits, and enclosures included within all such drafts or versions.

INSTRUCTIONS FOR USE

A. Produce all documents or any parts of segments thereof which are in your possession or subject to your possession, custody, control or access. As to any document which you fail to produce, state the location and address where such document can be found, the name of the person who possesses such document, when such document left your possession, and the reasons why you cannot produce such document.

B. If any document is withheld under claim of privilege, you are required to:

(a) Identify each document with sufficient particularity as to author(s), addressee(s), recipient(s) and content to allow the plaintiff to bring the matter before the Court;

(b) The nature of the privilege(s) asserted; and

(c) The factual basis for the claim of privilege.

C. This request is a continuing one. If, after producing documents, defendants obtain or become aware of any further document responsive to this Request, defendants are required to produce such additional documents.

REQUESTED DOCUMENTS

1. All correspondence relating to the project known as the "Powerline Road Contract" and involving grading, paving and structure work on the Powerline Road-Bridge Road Section of the McNary Highway in Umatilla County (hereinafter referred to as "the Project"). This request includes all predesigned, designed and performance written communications.

2. All drafts within any drawings prepared by the State of Oregon for the Project.

3. Any design memoranda prepared by the State of Oregon in connection with the Project.

4. All estimates prepared by the State of Oregon in connection with the design cost and the performance cost or both for the Project.

5. All schedules prepared by the State of Oregon for the Project, whether such schedules relate to design or performance of the actual construction.

6. All billings from the State of Oregon to plaintiff or from plaintiff to the State of Oregon, pay estimates, and all evidence of payment thereof.

7. All billings of any nature from the State of Oregon to any federal agency.

8. Any evidence of payment received from any federal agency by the State of Oregon relating to the Project.

9. Any newspaper clippings and the files of the State of Oregon relating to the Project.

10. All correspondence between the State of Oregon and the contractor.

11. Any daily reports, diaries, progress reports, weekly reports, monthly reports, observation reports, or any other writing made by any person in connection with the Project, or in observation of the work.

12. All calculations done in preparation for pay estimates for each month relating the Project by the State of Oregon.

13. All estimates, change orders, and price agreements prepared by the State of Oregon relating to the Project.

14. All quantity measurements of any nature kept by and in the State of Oregon relating to the Project.

15. All correspondence between the project manager's office and the regional office relating to the Project.

16. All correspondence between the regional office and the headquarters office relating to the Project.

17. All correspondence between the State of Oregon, Project Manager's Office and the Salem Office relating to the Project.

18. Any writings which show an analysis of Ross Bros' claim or claims submitted to the State of Oregon.

19. Any document containing unit prices for materials conforming to either § 703.03 or § 703.06 of the 1984 Oregon Standard Specifications for Highway Construction quoted to, paid by or agreed to be paid by the Highway Division pursuant to any invitation for bids or construction contract or other agreement for any project pending or under construction in Umatilla County from May 1 to November 30, 1985.

DATED this 1st day of March, 1988.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH, P.C.

David A Drapela
DAVID A. DRAPELA, OSB# 87392
Of Attorneys for Plaintiff

Trial Attorney:
JOSEPH A. YAZBECK, JR., OSB# 77400

CERTIFICATE OF SERVICE

I hereby certify that I served a true copy of the foregoing Plaintiff's First Request for Production on the following parties by mailing, postage prepaid, addressed as follows:

James H. Van Dyke
Assistant Attorney General
Trial Division
450 Justice Building
Salem, OR 97310

Certified a True Copy:

David A Drapela
Of Attorneys for Plaintiff

Dated: March 1, 1988

DAVID A. DRAPELA

David A. Drapela   OSB# 87392

10,001

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10001

TO: Manager
Commission Services

DATE: March 11, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10001, On Site Work Substantially Completed October 6, 1986

All Work Completed February 8, 1988

Project Powerline Road.-Bridge Road

Highway McNary

County Umatilla

Type of Work Grade, Pave, and Structures

Contractor Ross Bros. Construction, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 3/17/88

RECEIVED
MAR 14 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,001

January 20, 1988

CON 5 - 10,001

Mills & McMillin
Attorneys At Law
715 Commercial St. N.E.
Salem, OR 97301

Attn: Michael Mills

Thank you for your letter of January 7, 1988, on behalf of Mocon Corporation stating that their claim has been satisfied between the parties and is to be fully released.

You state this was in reference to the Ross Bros. Construction, Inc. Contract no. 10,001 for work on the Power Line Road-Bridge Road Section of the McNary Highway in Umatilla County.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. North
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Bryant Jackmond

bc: Sec. of State

FKN:cv

noted on card

MILLS & McMILLIN, P.C.
Attorneys At Law
715 Commercial St. N.E.
Salem, Oregon 97301
Telephone (503) 588-0556

MICHAEL MILLS
CRAIG McMILLIN
FRANK E. BOCCI, JR.

January 7, 1988

ROSS BROTHERS CONSTRUCTION, INC.
3501 Brooklake Road North
Salem, OR 97303

SAFECO INSURANCE CO. OF AMERICA
4101 S.W. Kruse Way
Lake Oswego, OR 97034

OREGON STATE HIGHWAY DEPARTMENT
Department of Transportation
Transportation Building
Salem, OR 97310
Attention: Robert W. Gormsen

SECRETARY OF STATE
Oregon State Capitol
Salem, OR 97310

Re: Mocon v. Ross Brothers - Case No. 87C-10249

Gentlemen:

This is confirmation to you that the claim against Safeco's Bond on the Project known as Power Line Road - Bridge Road Section, McNary Highway, Umatilla County, Oregon, Project, ODOT Contract No. 10,001, has been satisfied between the parties and is to be fully released.

Enclosed is a certified true copy of the conformed Order of Dismissal filed with the Court dismissing this matter.

Thank you.

Sincerely,

Michael Mills

MM:ml
enclosure
cc: Rodney Mills
Bob Morrow

RECEIVED
JAN 11 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED TRUE COPY

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR THE COUNTY OF MARION

STATE OF OREGON, ex rel
MOCON CORPORATION, an Oregon
corporation,

Plaintiff,

v.

ROSS BROS. CONSTRUCTION, INC.,
an Oregon corporation, and
SAFECO INSURANCE COMPANY OF
AMERICA, a foreign corporation

Defendants.

NO. 87C-10249

ORDER TO DISMISS

THIS MATTER having come to the attention of the court on the motion of Plaintiff and the court being fully advised in all the premises, NOW, THEREFORE

IT IS HEREBY ORDERED that the above-entitled matter be and the same is hereby dismissed with prejudice and without costs to either party.

DATED this 21st day of October 1987.

/s/ Val D. Sloper
CIRCUIT COURT JUDGE

☒ Circuit Ct. ☐ Supreme Ct. Case No. 87C-10249
☐ District Ct. ☐ U.S. Dist. Ct. Our File No. (Attorney)

Please indicate when the document listed below was processed. Thank you.

State of, Mocon Corporation v. Ross Bros.
(Short Title of Case or Proceeding)

Motion - ORDER TO DISMISS
(Title of Document)

☐ Was signed 10-21-87, 19, by Judge [illegible]
☐ Termination Date , 19
☐ Was filed , 19, by
☐ Was served , 19, by
☐ Attorney fees awarded $ ☐ Costs awarded at $
Remarks

(Judge) (Deputy) (Clerk)

FORM No. 943

Attorneys At Law
715 Commercial St. N.E.
Salem, Oregon 97301
Telephone (503) 588-0556

RECEIVED
JAN 11 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

19001

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
10001

DATE: October 30, 1987

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Bruce M. Walton
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
SHE'S OFFICE

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-82-1(7)004

Contract 10001, Work Completed October 6, 1986

Project Power Line Road-Bridge Road

Highway McNary

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date March 17, 1987

John T. Price
for Dale E. Wilken
Division Administrator

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
NOV 20 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
NOV - 2 1987
OREGON DIVISION

734-2023 (2-85)

10,001

October 28, 1987

CON 5 - 9633
9905
9762
9867
9541
9875
10,001✓
10,048

Washington State Department
of Transportation
Transportation Building KF-01
Olympia, WA 98504-5201

Attention: Glenn E. Hambrick
Prequalification Analyst

As requested, we have checked the Secretary of State's printout of claims filed against Ross Bros. Construction Inc. on Contract Nos. 9633, 9905, 9762, 9867, 9541, 9875, 10,001 and 10,048 for 1986 and 1987.

We have marked the claims where we have received notification that they have been paid. As discussed, we have no way of knowing that the claims are paid unless the claimant notifies us.

We have also attached an additional list of claims which were not shown on the Secretary of State's printout.

If we can be of any further assistance, please give us a call.

Fran Neavoll
COMMISSION SERVICES

Attachments

bc: Bryant Jackmond: For your information

FKN:slp

**Washington State
Department of Transportation**
Transportation Building KF-01
Olympia, Washington 98504-5201
(206) 753-6005

Duane Berentson
Secretary of Transportation

October 21, 1987

Commission Services
Oregon Dept. of Transportation
Transportation Building
Salem, OR 97310
Attn: Fran Neavoll

Re: Ross Bros. Construction, Inc.

Dear Ms. Neavoll:

Regarding our recent telephone conversation, I would appreciate your assistance in obtaining lien information concerning your organization and Ross Bros. Construction, Inc.

In that light, would you please indicate which liens are still current, on the enclosed Office of Secretary of State listings for 1986 and 1987. I understand that Ross Bros. is required to notify your office of releases from the liens.

Please return the enclosed listing at your earliest convenience.

Should you require further information in this matter please contact me at (206) 753-7368.

Very truly yours,

GLENN E. HAMBRICK
Prequalification Analyst

GEH:vg

Enclosure

RECEIVED
OCT 26 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Office of the Secretary of State

Barbara Roberts
Secretary of State

Public Records Division
Janet M. Sullivan
Director
143 State Capitol
Salem, Oregon 97310-0722
Administrative Rules — (503) 378-4339
Notary Public — (503) 378-4724
Public Records — (503) 378-2971
Uniform Commercial Code — (503) 378-4146

October 19, 1987

Washington State Dept. of Trans.
Transportation Bldg.
Olympia, WA 98504

Dear Glenn Hambrick:

Per our phone conversation today I am sending you print-outs of the Notice of Claims we have on file against Ross Bros. Construction, Inc. for the years 1986 and 1987.

If you have any questions or need additional information, please feel free to contact me.

Sincerely,

Robin L. Zelmer
Public Records Officer

Encl.

OCT 21 1987

CLAIMS NOT LISTED ON SECRETARY OF STATE'S PRINTOUT

CLAIMS (LIENS) AS LISTED IN THE FILES OF COMMISSION SERVICES, OREGON DEPT. OF TRANSPORTATION, 121 TRANSPORTATION BUILDING, SALEM, OR 97310 AGAINST ROSS BROS. CONSTRUCTION INC. (1986-87) AS FOLLOWS:

Contract No. 9633 Mystic Creek-Camas Valley Section, Coos Bay-Roseburg Highway, Douglas County

Amount: $104,228.68
By: Roseburg Paving Co.
Surety: Safeco Insurance Co. of America
Filed: 1-27-86 (CL 1985-0243)

Contract No. 9875 Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County

Amount: $5,238.50
By: Pendleton Ready Mix Co.
Surety: Safeco Insurance Company of America
Filed: 1-9-87 (CL 1986-0347)

Contract No. 10,048 Marquam Bridge-S.W. Haines Road Section, Pacific Highway, Multnomah County

Amount: $3,071.30 (plus late charges)
By: Tri-County Sand
Surety: Safeco Insurance Co. of America
Filed: 1-22-86 (CL 1985-0232)

Amount: $1,300.00
By: Farwest Rebar Co.
Surety: Safeco Insurance Co. of America
Filed: 5-30-86 (CL 1986-0209)

Amount: $1,303.10 (plus int. & atty. fees)
By: Coast Crane & Equipment Co.
Surety: Safeco Insurance Co. of America
Filed: 4-8-87

```
ATEGORY  NOTICE OF CLAIM PAID
MOUNT    $41,418
Y        Coral Sales Co.
GAINST   Ross Bros. Construction, Inc.
URETY    Safeco Ins. Co. of Amer.
ILED     February 20, 1986
ILENUM   CL 1986-0082
EMARKS   Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
         Hwy., Umatilla Co.
            DOCUMENT=        7 OF       33
ATEGORY  NOTICE OF CLAIM
MOUNT    $22,414.94 plus interest
Y        J. C. Drilling & Contracting Co.
GAINST   Ross Bros. Construction Co.
URETY    Safeco Ins. Co. of America
ILED     March 13, 1986
ILENUM   CL 1986-0113
EMARKS   Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
         Willamina-Salem Hwy., Polk & Marion Co.'s.
            DOCUMENT=        8 OF       33
ATEGORY  NOTICE OF CLAIM
MOUNT    $21,066.40
Y        Mocon Corp.
GAINST   Ross Brothers Construction, Inc.
URETY    Safeco Ins. Co.
ILED     February 14, 1986
ILENUM   CL 1986-0076
EMARKS   Job: Hwy. Div. Contract No. 10,001, work on the power line road, brid
         road in Umatilla Co.
            DOCUMENT=        9 OF       33
ATEGORY  NOTICE OF CLAIM - PAID
MOUNT    $15,684
Y        Northwest Pipe & Casing
GAINST   Ross Bros. Construciton, Inc.
URETY    Safeco Ins. Co. of America
ILED     February 20, 1986
ILENUM   CL 1986-0081
EMARKS   Job: Hwy. Div. Contract No. 10001, Power line rd.-bridge rd. sec., Mc
         Hwy., Umatilla Co.
            DOCUMENT=       10 OF       33
ATEGORY  NOTICE OF CLAIM
MOUNT    $582
Y        Platt, Ron Mfg., Inc.
GAINST   Ross Bros. Construction, Inc.
URETY    Safeco Ins. Co. of Amer.
ILED     February 12, 1986
ILENUM   CL 1986-0071
EMARKS   Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec. Pacif
         Hwy., Marion Co.
            DOCUMENT=       11 OF       33
ATEGORY  NOTICE OF CLAIM
MOUNT    $3,078.44
Y        Associated Sand & Gravel Co., Inc.
GAINST   Ross Bros. Construction, Inc.
URETY    Safeco Ins. Co. of Amer.
ILED     April 25, 1986

 FILENUM   CL 1986-0167
 REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
           & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
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. SEARCH -->QUERY
00005 ROSS.AGAINST. AND NOTICE AND 1986

              DOCUMENT=        1 OF       33
CATEGORY  NOTICE OF CLAIM.
AMOUNT    $20,445.05 including all credits
BY        B & B Concrete
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     January 27, 1986
FILENUM   CL 1986-0039
REMARKS   Job: Hwy. Div. Contract No. 9867, Snake River (Ontario Spur) Bridge,
          Ferry-Ontario Hwy.
              DOCUMENT=        2 OF       33
CATEGORY  NOTICE OF CLAIM                          * $6,175.25 Contract 9875
AMOUNT    See Remarks * ------------------------>  * $4,79350  Contract 10,001
BY        Jo Von Concrete Pumping                    $ 331.53 late charge for both con
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     January 27, 1986
FILENUM   CL 1986-0045.
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
          U'Xing, Oregon-Washington Hwy., Umatilla Co., $6,175.25; Hwy. Div. Co
          No. 10001, Power Line Rd-Bridge Rd. Section, McNary Hwy., Umatilla Co
          $4,793.50.
              DOCUMENT=        3 OF       33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $7,570.36
BY        AGC-Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction Co., Inc.
SURETY    Safeco Ins. of Amer.
FILED     January 6, 1986
FILENUM   CL 1986-0009.
REMARKS   Job. Hwy. Div. Contract No. 10001, Powerline Rd.-Bridge Rd. sec.-McNa
          Hwy., Umatilla Co.
              DOCUMENT=        4 OF       33
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $7,868
BY        AGC-Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     February 10, 1986
FILENUM   CL 1986-0065
REMARKS   Job: Hwy. Div. Contract No. 10001, Power Line Rd.-Bridge Rd. sec., Mc
          Hwy., Umatilla Co.
              DOCUMENT=        5 OF       33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $3,292
BY        Barrier West
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco
FILED     March 21, 1986
FILENUM   CL 1986-0125
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside) Bridge &
          U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
              DOCUMENT=        6 OF       33
```

```
AMOUNT     $30,400
BY         Dywidag Systems International, USA, Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of Amer.
FILED      May 19, 1986
FILENUM    CL 1986-0193
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
           sec., McNary Hwy., Umatilla Co.
              DOCUMENT=        18 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $14,514.25
BY         Pendleton Ready Mix Co.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      May 20, 1986

           CL 1986-0208
REMARKS    Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
           & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
              DOCUMENT=        19 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $1,304.20
BY         Riedel International, Inc. dba Western Pacific Construction
           Materials Co.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of Amer.
FILED      May 19, 1986
FILENUM    CL 1986-0196
REMARKS    Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
           sec., Pacific Hwy., Multnomah Co.
              DOCUMENT=        20 OF       33
CATEGORY   NOTICE OF CLAIM -PAID
AMOUNT     $2,137.88
BY         Hogan Mfg., Inc.
AGAINST    Ross Bros. Construction, Inc.
SURETY     Safeco Ins. Co. of America
FILED      June 30, 1986
FILENUM    CL 1986-0238
REMARKS    Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd. sec.
           Pacific Hwy., Multnomah Co.
               Satisfied: September 17, 1986.
              DOCUMENT=        21 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $270
BY         Lunceford, Murry
AGAINST    Ross Bros. Construction Co.
SURETY     Safeco Ins. Co.
FILED      July 17, 1986
FILENUM    CL 1986-0252
REMARKS    Job: Improvements on the I-5 Freeway, at or near the Terwilliger Curv
           Multnomah Co.
              DOCUMENT=        22 OF       33
CATEGORY   NOTICE OF CLAIM
AMOUNT     $1,607.08
BY         Umatilla Ready-Mix, Inc.
AGAINST    Ross Bros. Construction, Inc.

SURETY     Safeco Ins. Co. of America
FILED      June 30, 1986
FILENUM    CL 1986-0241
REMARKS    Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
           Hwy., Umatilla Co.
```

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               DOCUMENT-        23 OF        33
CATEGORY  NOTICE OF CLAIM [illegible]
AMOUNT    $16,773.96
BY        Umatilla Ready-Mix, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     August 11, 1986
FILENUM   CL 1986-0268
REMARKS   Job: Hwy. Div.
               Amended: $3,507.63 pd. on account, filed September 10, 1986.
               Amended: $7,000 pd. on account, filed October 9, 1986.
                                             33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $27,703.50
BY        United Steel Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 3, 1986
FILENUM   CL 1986-0225
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
               DOCUMENT-        25 OF        33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $4,633
BY        Westland Irrigation Dist.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     June 3, 1986
FILENUM   CL 1986-0226
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
               DOCUMENT-        26 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $5,640
BY        Hardt, Edwin L.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 9, 1986
FILENUM   CL 1986-0304
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside)
          Bridge & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
               DOCUMENT-        27 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,249.90
BY        Progress Quarries, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     August 22, 1986
FILENUM   CL 1986-0272
REMARKS   Job: Hwy. Div. Contract No. 10,048, Marquam Bridge-SW Haines Rd.
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         sec., Pacific Hwy., Multnomah Co.
             DOCUMENT=      28 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,214.98
BY        B & M Construction Equipment Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     November 17, 1986
FILENUM   CL 1986-0335
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River-Riverside Bridge,
          Pendleton.
             DOCUMENT=      29 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,057.12
BY        Ross Machine & Iron Works, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     November 13, 1986
FILENUM   CL 1986-0332
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
             DOCUMENT=      30 OF        33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $41,523.70
BY        A-1 Sandblasting & Steam Cleaning Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 30, 1986
FILENUM   CL 1986-0318
REMARKS   Job: Hwy. Div. Contract No. 9541, Willamette River (Center St.) Bridg
          sec., Willamina-Salem Hwy., Polk & Marion Co.'s.
             DOCUMENT=      31 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $51,278.14
BY        Pendleton Ready Mix Co.
AGAINST   Ross Bros. Construction
SURETY    Safeco Ins. Co. of Amer.
FILED     December 9, 1986
FILENUM   CL 1986-0347
REMARKS   Job: Hwy. Div. Cont. No. 9875, Umatilla Rvr. Bridge & U.P.R.R Crossin
          Project.
              Amended: December 18, 1986, in amt. of $5,238.50.
             DOCUMENT=      32 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,948
BY        Tri-State Concrete Pumping
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     December 29, 1986
FILENUM   CL 1986-0362
REMARKS   Job: Hwy. Div. Cont. No. 9875, Umatilla River (Riverside) Bridge & UP
          U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
             DOCUMENT=      33 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $17,550.63
BY        Wildhorse Contracting
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     October 28, 1986
FILENUM   CL 1986-0316
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd. sec., M
          Hwy., Umatilla Co.
R0601 * END OF DOCUMENTS IN LIST   ENTER RETURN OR ANOTHER COMMAND.
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SEARCH - QUERY
00003 ROSS.AGAINST. AND NOTICE AND 1987

            DOCUMENT=     1 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $4,668.71
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 28, 1987
FILENUM   CL 1987-0021
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River
          (Riverside) Bridge & Uppr Undercrossing sec. of Oregon-
          Washington Hwy., Umatilla Co.
            DOCUMENT=     2 OF        6
CATEGORY  NOTICE OF CLAIM - PAID
AMOUNT    $6,044.78
BY        AGC - Operating Engineers Local 701 Trust Funds
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     February 4, 1987
FILENUM   CL 1987-0030
REMARKS   Job: Hwy. Div. Contract No. 10001, Powerline Rd.,
          Bridge Rd. sec. of McNary Hwy., Umatilla Co.
            DOCUMENT=     3 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $14,500.75 plus interest
BY        Hutchinson, Ray dba Columbia Western Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     January 13, 1987
FILENUM   CL 1987-0010
REMARKS   Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-
          Bridge Rd. sec., McNary Hwy., Umatilla Co.
            DOCUMENT=     4 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $201,173.01
BY        Wildhorse Contracting, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     March 4, 1987
FILENUM   CL 1987-0046
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr.
          (Riverside) Bridge & UPPR U'Xing sec., Oregon-
          Washington Hwy., Umatilla Co.
            DOCUMENT=     5 OF        6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,436.48
BY        Progress Quarries, Inc.
AGAINST   Ross Brothers Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 18, 1987
FILENUM   CL 1987-0070
REMARKS   Job: Contract No. 10048, work of supplying rock & delivering it
          to project at Marquam Bridge, SW Haines Rd. sec., Pacific Hwy.,
          Multnomah Co.
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           DOCUMENT=        12 OF        33
CATEGORY  NOTICE OF CLAIM-PAID
AMOUNT    $14,395.62
BY        Cascade Construction Co., Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     April 25, 1986
FILENUM   CL 1986-0169
REMARKS   Job: Hwy. Div. Contract No. 9905, Port of Entry (Woodburn) sec.,
          Pacific Hwy., Marion Co.
           DOCUMENT=        13 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $1,668.72
BY        Coral Sales Co.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 20, 1986
FILENUM   CL 1986-0205
REMARKS   Job: Hwy. Div. Contract No. 9633, Mystic Creek-Camas Valley sec.,
          Coos Bay-Roseburg Hwy., Douglas Co.
           DOCUMENT=        14 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $2,879.09
BY        Rowell & Wickersham Contractors, Inc.
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     May 30, 1986
FILENUM   CL 1986-0220
REMARKS   Job: Hwy. Div. Contract No. 9762, Palmer Crk. Bridge sec., Salem-
          Dayton Hwy., Yamhill Co.
           DOCUMENT=        15 OF        33
CATEGORY  NOTICE OF CLAIM
AMOUNT    $5,089.55
BY        Star Rentals & Sales
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of Amer.
FILED     May 30, 1986
FILENUM   CL 1986-0221
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla Rvr. (Riverside) Bridge
          & UPRR U'Xing sec., Oregon-Washington Hwy., Umatilla Co.
             Job: Hwy. Div. Contract No. 10,001, Power Line Rd.-Bridge Rd.
          sec., McNary Hwy., Umatilla Co.
           DOCUMENT=        16 OF        33
CATEGORY  NOTICE OF CLAIM- NOT FOUND in Comm files
AMOUNT    $21,428.21
BY        Davis, Henry G. dba Treasure Valley Rebar
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co. of America
FILED     April 14, 1986
FILENUM   CL 1986-0149
REMARKS   Job: Hwy. Div. Contract No. 9875, Umatilla River (Riverside).
           DOCUMENT=        17 OF        33
CATEGORY  NOTICE OF CLAIM
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              DOCUMENT=         6 OF          6
CATEGORY  NOTICE OF CLAIM
AMOUNT    $4,287.21
BY        Continental Telephone Co. of the NW
AGAINST   Ross Bros. Construction, Inc.
SURETY    Safeco Ins. Co.
FILED     August 3, 1987

          CL 1987-0084
REMARKS   Job: Contract No. 9762, Construction of the Palmer Creek Bridge.

R0601 * END OF DOCUMENTS IN LIST - ENTER RETURN OR ANOTHER COMMAND.
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10 [illegible] jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(7)004
2. STATE PROJECT NO.
2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 23 '87
REFER TO
FOR

7. DATE AUTHORIZATION EFFECTIVE April 4, 1985
8. FEDERAL ROUTE NUMBER Interstate 82
9. STATE ROUTE NUMBER 70

10. GENERAL LOCATION:

Power Line Rd. - Bridge Rd. Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Gilmour's letter dated 9/18/87 this will confirm the approval date of 4/4/85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the air relief valves and vents on an actual cost basis estimated to be $1,051.45; Federal Funds $970.

The Agreement with Westland Irrigation District is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

Orig to
Joe [illegible]
10/26

14. DATE 10/20/87
15. SIGNATURE OF APPROVING OFFICIAL John T. Price
16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

September 24, 1987

DES 23
INT 7-18

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: **Regional Office PS & E Review**

RECEIVED
STATE HWY ENGR
SEP 28 '87
REFER TO
FOR

Info	Inve	R/D	D/R	Sign	Act	File

We have reviewed your September 8 and August 27 letters regarding PS & E Review and have the following comments:

1. A number of articles and papers are written on the need for attachment of web stiffeners at floor beam connections to the girder tension flange. The purpose of the attachment is to minimize out-of-plane movement caused by the restraint to the girder flange from the concrete slab.

D. R. ADAMS

At floor beam connections where large loads are transmitted, the end rotation of the floor beam results in out-of-plane movement to cause web fatigue cracking. In the case of non-solid diaphragm beam connections on a skew, as in Helvetia Road Undercrossing, the loads transmitted to the girder are low and the diaphragm members less rigid. This should not cause concern for out-of-plane bending.

It is our policy to review the connection details case by case. Where attachment of the stiffener to the tension flange is critical, we generally prefer bolting methods instead of welding.

2. We will extend the use of spiral reinforcement at post-tensioning anchorages to all size tendons for longitudinal post-tensioning. We are now using spirals for all transverse post-tensioning unless the anchorage device does not allow this.

3. We do not use contraction joints in buried concrete structures. We have done this for many years and have had no indication of problems.

RECEIVED
STATE HWY ENGR
SEP 25 '87
REFER TO
Dan E.
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

4. Our practice has been to use cast-in-place diaphragms. They have always been deemed more effective in resisting construction and design loads than precast or steel diaphragms. For example, the recent NCHRP Report 287, Load Distribution and Connection Design for Precast Stemmed Multi-Beam Bridge Superstructures states (at the top of Page 72) that "Steel truss diaphragms are considerable less efficient than full-depth cast-in-place diaphragms". We believe that the shallow steel beam diaphragms shown in the example will be even less efficient than the deeper steel truss type diaphragms. We question whether the steel beam type diaphragms would provide adequate strength to resist the finishing machine loads on deck overhangs when the deck overhang is very wide and/or when the width of the deck pour is quite wide.

We do use steel truss type diaphragms for integral deck Bulb-T bridges.

Thank you for your review and comments on our structures.

JEB:jrb

cc: Larry Rulien, State Highway Engineer
Cam Gilmour, Program Section Manager

10 561

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 18, 1987

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
MOUR

FROM: Cam Gilmour
Manager, Program Section

SUBJECT: Air Vent Installation on 12-inch Irrigation Pipe
Westland Irrigation District
Power Line Rd.-Bridge Rd. Section
McNary Highway
Umatilla County
Project No. I-82-1(7)004

Here is a copy of a final billing of cost from Westland Irrigation District to install two air relief valves and vents dated July 16, 1987.

Documentation is included in our project file and individual right of way files as to Westland Irrigation District's rights in the land occupied by irrigation facilities.

The installation of the relief valves and vents were contained in the provisions of Paragraph 4j and 4n of the agreement between the Oregon State Highway Division and Westland Irrigation District. A copy of the agreement is attached. As stated in Michael J. Gardner's attached letter, the relief valve and vent installation was inadvertently omitted on the project plans. It was first decided that the District could operate the irrigation lines without the valves and vents. After construction was completed, the District found that the valves and vents were needed. Michael Gardner arranged for the District to install the relief valves and vents.

The work was anticipated. The District was requested to make the required installation as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of work, the final billing submitted herewith and our letter confirming authorization to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

RECEIVED
STATE HWY ENGR
SEP 24 '87
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122 (1-87)

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service distribution facilities.

There will be no betterment derived from the proposed adjustments of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your original advanced authorization to proceed with the work as of April 4, 1985, under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $1,051.45.

JMC:jkh/Enclosure

cc: ✓Don Adams
J. M. Cartwright
Randi Kobernik

NOTED
D. O. Christensen

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

[illegible]

September 8, 1987
IN REPLY REFER TO
HBR-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Regional Offices Structures Review
U'Xing Helvetia (F-27-2(25), Power Line Road (I-82-1(7)001),
Westland Road (I-IR-82-1(8)07)

Enclosed are our Regional Office comments from the structural review of the above projects.

? no enclosure
Called Jeanette
9/9 - she's mailing to me.

Please consider these suggestions for the preparation of future bridge plans.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
(W. J. Hart, Bridge)

RECEIVED
STATE HWY ENGR
SEP 9 '87
REFER TO
Don Adams
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

D. R. ADAMS

U.S. Department of Transportation
Federal Highway Administration

Memorandum

312 Mohawk Building
708 S.W. Third Avenue
Portland, Oregon 97204

Subject: Regional Office PS&E Review

Date: August 27, 1987

From: M. Eldon Green
Regional Administrator

Reply to Attn. of: HST-010.1

To: Mr. Dale E. Wilken
Division Administrator (HBR-OR)
Salem, Oregon

We have reviewed the PS&E documents submitted with your January 15, 1987 memorandum. The purpose of the review was to update our office on current State practices and to evaluate the Division's review procedures. Three bridges on the following projects were included.

F-27-2(25) Helvetia Road Undercrossing
I-82-1(7)001 Powerline Road Undercrossing
I-IR-82-1(8)07 Westland Road Undercrossing

In general the plans and specifications were clear and complete. In our discussions with Mr. Schell, it was evident that he was very familiar with State practices and details. We believe the Division Office is performing good oversight of the State's structures project develop process.

We have the following detail comments for consideration on future projects. They were previously discussed with Mr. Herb Schell.

1. The web stiffeners at diaphragm locations are shown with a tight fit to the top flange in the negative moment area (Helvetia). It is recommended that the diaphragms be connected to the flange by welding or bolting to avoid the possibility of future web fatigue cracking. If welded, the flange stress should be limited to a category C condition.
2. The post tensioning anchorage detail note on sheet 6 of 14 (Powerline) indicates spiral reinforcement is required only for tendons of 20 or more strands. It is recommended that spirals be used for all tendons, including transverse deck post tensioning.
3. The 68' long culvert at station 43+44, McNary Highway, apparently contains no contraction joints. We encourage their use on culverts to help reduce shrinkage cracking. The suggested maximum spacing is 40'.

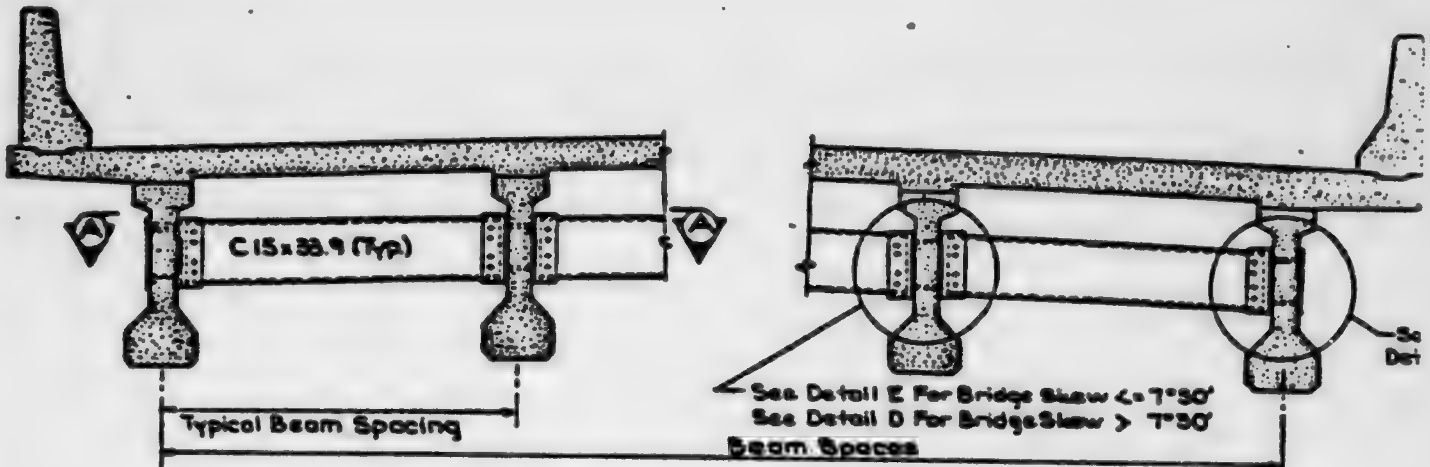
☑ DA W
☑ AD H
✓ 5
☐

RECEIVED
AUG 28 1987
OREGON DIVISION

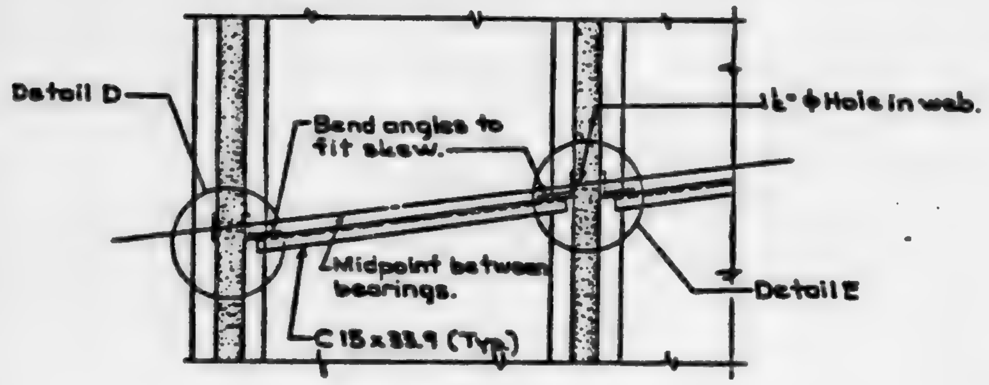
4. A plan note on the Westland Road prestressed bulb-T bridge requires a 7-day delay between placement of the concrete diaphragms and pouring the deck. We suggest the State consider the use of steel diaphragms as an alternate contractor's option. An example plan sheet from another State is attached.

GMKasza
Gary M. Kasza, Director
Office of Structures

Attachment

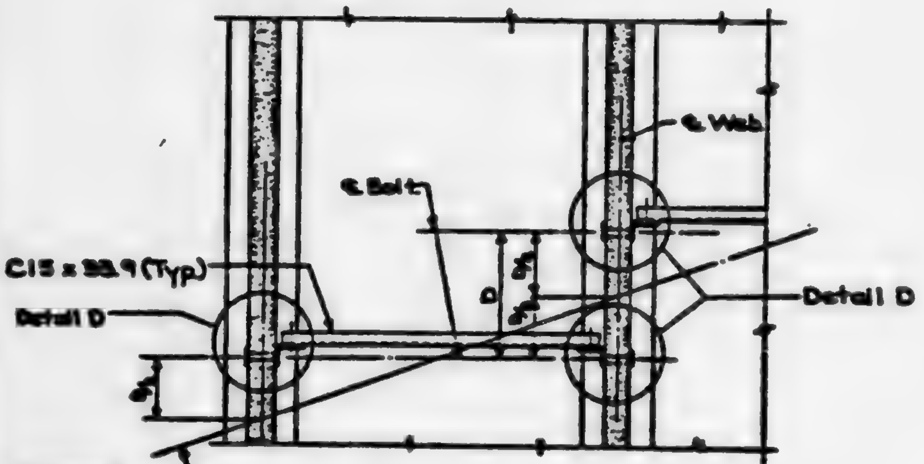

A
C15x33.9 (Typ)
A
See Detail E For Bridge Skew <= 7°30'
See Detail D For Bridge Skew > 7°30'
Typical Beam Spacing
Beam Spaces
Se
Det

SECTION SHOWING INTERMEDIATE DIAPHRAGMS


Detail D
Bend angles to fit skew.
1½" φ Hole in web.
Midpoint between bearings.
Detail E
C15x33.9 (Typ)

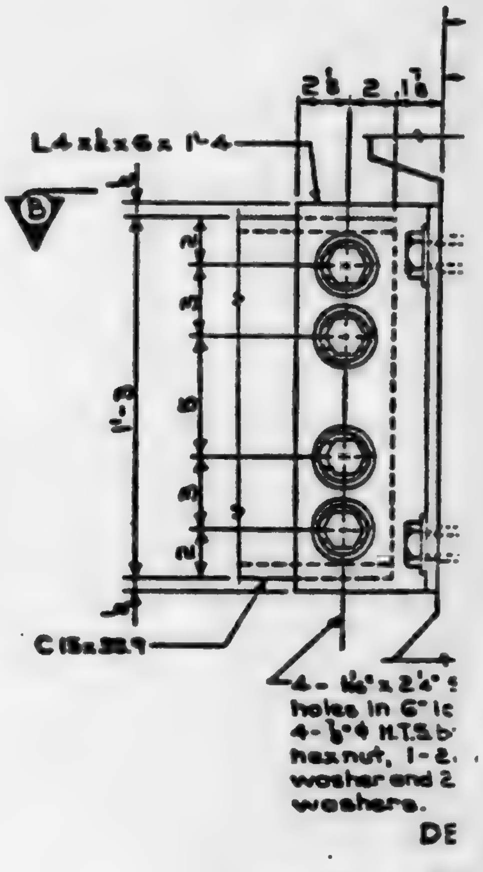
SECTION A-A

For Bridges Skewed < 7° 30'


℄ Web
℄ Bolt
C15x33.9 (Typ)
Detail D
Detail D
D
Midpoint between bearings.

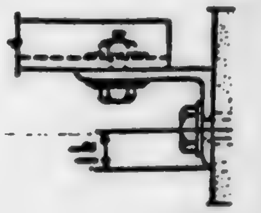
SECTION A-A

For Bridges Skewed > 7°30'


2⅝
2
1⅞
L4x3½x⅝x1'-4
B
2
3
5
3
2
1'-3
C15x33.9

4- 15/16" x 2¼" s
holes in 6" le
4- ⅞" φ H.T.S b
hex nut, 1-2.
washer and 2
washers.

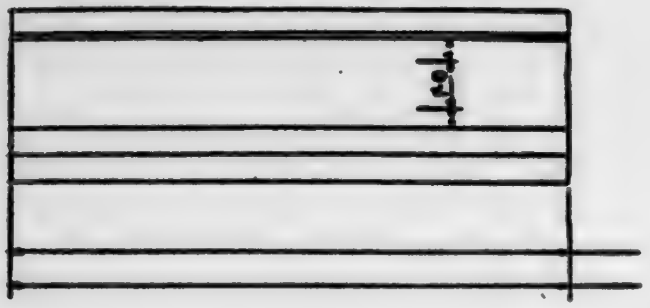
DE



SE

ALLOWABLE ALTERNATE STEEL INTERM. DIAPHRAGMS FOR PC I

A 1 cont.



INTERMEDIATE DIAPHRAGM BOLT LOCATION

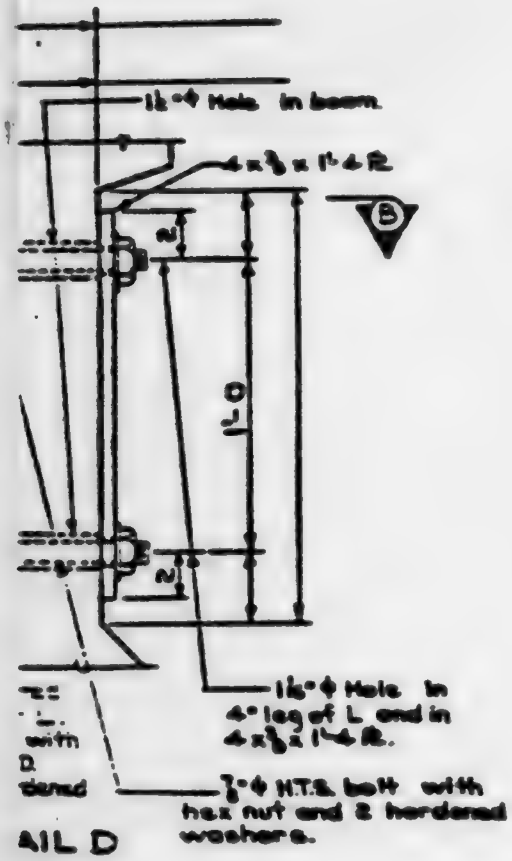
NOTES:

All diaphragm materials, including bolts, nuts and washers shall be galvanized.

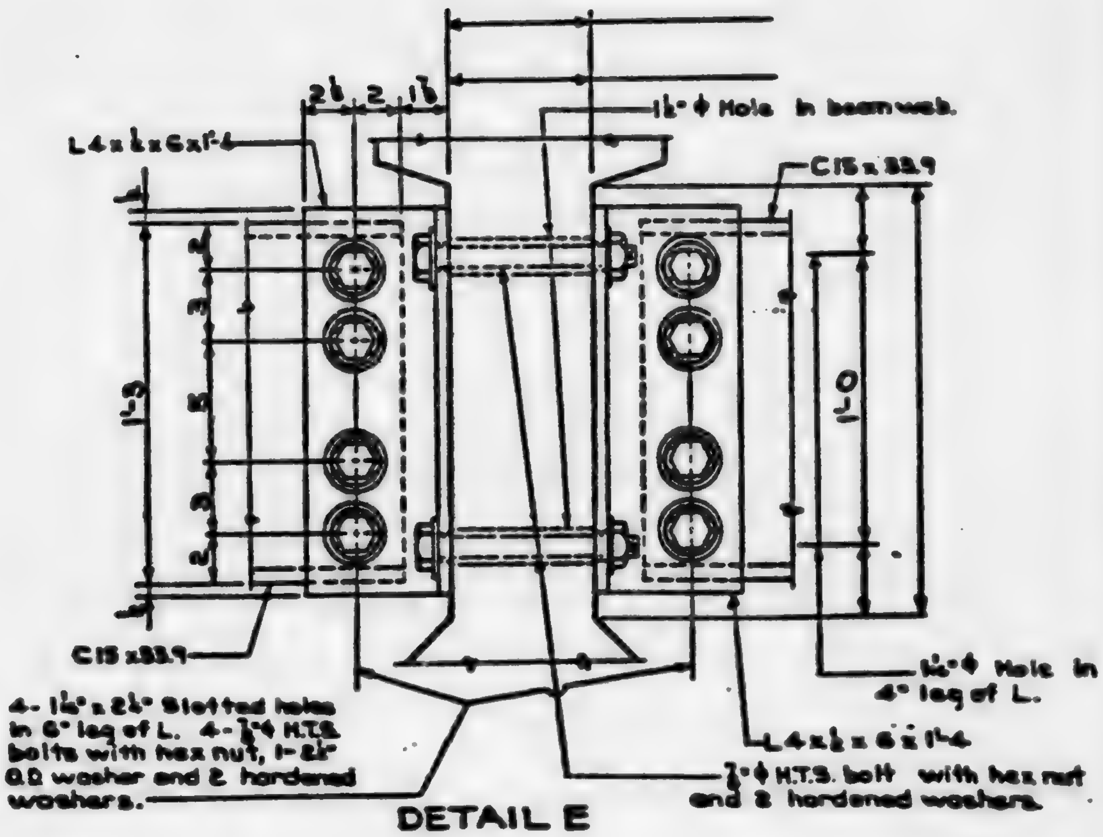
These steel diaphragms are an approved alternate for the concrete intermediate diaphragms shown on other sheets of these plans. If the contractor chooses to use these steel diaphragms, the cost of the steel and bolts is assumed to be equal value to the concrete, reinforcing and coil rods that would be deleted and no pay adjustment will be made.

If the steel diaphragm alternate is used shop drawings showing layout and details of the diaphragms shall be submitted for approval.

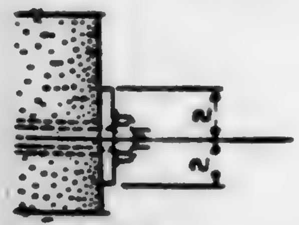
The 1⅛" ϕ holes shall be cast into the web. Drilling is not allowed.


1⅛" ϕ Hole in beam.
4 x ⅜ x 1'-4 R.
B
2
2
1'-0
1⅛" ϕ Hole in 4" leg of L. and in 4 x ⅜ x 1'-4 R.
⅞" ϕ H.T.S. bolt with hex nut and 2 hardened washers.

AIL D


2¼
2
1¾
L4 x ½ x 6 x 1'-6
1⅛" ϕ Hole in beam web.
C15 x 33.9
2
3
5
3
2
1'-3
1'-0
C15 x 33.9
1⅛" ϕ Hole in 4" leg of L.
4- 1⅛" x 2¼" Slotted holes in 6" leg of L. 4- ⅞" ϕ H.T.S. bolts with hex nut, 1- 2½" O.D. washer and 2 hardened washers.
L4 x ½ x 6 x 1'-6
⅞" ϕ H.T.S. bolt with hex nut and 2 hardened washers.

DETAIL E



TION B-B

BRIDGES	STANDARD SHEET 1036	

10,001

May 7, 1987

CON 5 - #10,001

United Steel Inc
220 "V" Street
Vancouver, WA 98661

Attention: Rick E. Jones

We have received correspondence between you and Ross Brothers in connection with a claim settlement on Contract No. 10,001.

In checking our records, we have the following claims filed:

> On April 18, 1986, Dywidag Systems International filed a claim for materials and equipment supplied to United Steel Inc., in the amount of $30,400.
>
> On May 28, 1986, United Steel Inc., filed a claim for material in the amount of $27,703.50.

Please let us know if the above claims have been satisfied. My mailing address is 121 Transportation Building, Salem, OR 97310.

Fran Neavoll
COMMISSION SERVICES

FKN:azm

UNITED STEEL INC

Concrete Reinforcing «» Post-Tension Cables

April 9, 1987

Steve Ross
ROSS BROTHERS CONSTRUCTION
3501 Brooklake Road No.
Salem, Oregon 97303

RE: Claim Settlement of Powerline Road ODOT #10,001

Gentlemen,

As per our conversation on April6, 1987, my assessment toward settlement of this claim is as follows:

Contract Amount	$ 114,046.89
Received to Date	80,494.62
Ross Brothers Backcharge	8,434.00
Balance of Contract	25,118.27
Dywidag Claim Settlement	15,817.27
United Steel Claim Settlement	9,300.33

As per my conversation with Juergan Plaehn, the $15,817.27 figure is acceptable to them. However, I would prefer Ross Brothers to settle this claim directly with Dywidag International.

I am enclosing Ross Brothers Final Waiver of Claims and Leins on behalf of United Steel, Inc. for a final amount $9,300.33.

Also, as per our conversation United Steel, Inc. can expect payment within 10 days after your receipt of this letter.

Sincerely,

UNITED STEEL, INC.

Rick E. Jones

REJ/ddh

enc.

RECEIVED
APR 13 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc/enc: O.D.O.T. Claims Office - Certified Mail
cc/enc: R.M. Larsen of Safeco Insurance - Certified Mail

P.O. Box 61614, 220 "V" Street, Vancouver, WA 98666 (206) 693-7878

AFFIDAVIT AND FINAL WAIVER OF CLAIMS AND LIENS
AND RELEASE OF RIGHTS

STATE OF WASHINGTON)
COUNTY OF CLARK) SS:
)

The undersigned, who is the CORP. SEC. (designate title) of UNITED STEEL INC. which is the SUBCONTRACTOR (designate whether subcontractor, supplier or otherwise) for the LABOR SERVICES (designate the type of work, supplies or services rendered) on the improvements constructed or being constructed on the premises hereafter identified, declares that his contract with Ross Bros. Const., Inc. is in the total amount of $114,046.69 which includes extras and all change orders to the date hereof.

In consideration of the amounts and sums previously received, and the payment of $ 80,494.62 being the full and final payment due, the undersigned does hereby waive and release to the Owner and to Ross Bros. Const., Inc. any and all claims and liens and rights to liens upon the premises described below, and upon improvements now or hereafter thereon, and upon the monies or other considerations(due or to become due from the Owner or from Ross Bros. Const., Inc. or from any other person, firm or corporation), said claims and liens and rights to liens being on account of labor, services, materials, fixtures or apparatus heretofore furnished by or which may be furnished by at any time hereafter by or at the request of the undersigned. The premises as to which said claims and liens and rights to liens are hereby released are identified as follows:

Project Name: POWER LINE RD - BRIDGE RD.

Address of Project: MCNARY HIGHWAY

City: UMATILLA County: UMATILLA State: ORE.

Owner: O. S. H. D. General Contractor: Ross Bros. Const., Inc.

Lot: JOB # 10,001 Block:

The undersigned further represents and warrants that he is duly authorized and empowered to sign and execute this waiver on his own behalf and on behalf of the company or business for which he is signing; that he has properly performed all work and furnished all the materials of the specified quality per plans and specifications and in a good and workmanlike manner, fully and completely; that he has paid for all the labor, materials, equipment, and services that he has used or supplied or may hereafter use or supply to the above premises; that he has no other outstanding and unpaid payment applications, invoices, retentions, holdbacks, chargebacks or unbilled work or materials against Ross Bros. Const. Inc. as of the date of the aforementioned last and final payment application; and that any materials which have been supplied or incorporated into the above premises were either taken from his fully-paid or open stock or were fully paid for and supplied as stated on the statement accompanying the last and final payment application or invoice.

The undersigned further agrees to reimburse and does hold harmless and fully indemnify Owner and Ross Bros. Const., Inc. for any losses or expenses should any such claim, lien or right to a lien be asserted (by the undersigned or by any laborer, materialman or subcontractor of the undersigned), including, without implied limitation, attorneys' fees incurred in the defense thereof.

In addition, for and in consideration of the amounts and sums received, the undersigned hereby waives, releases and relinquishes any and all claims, rights or causes of action whatsoever arising out of or in the course of the work performed on the above-mentioned project, contract or event.

Signed and delivered this 9th day of APRIL, 1987.

UNITED STEEL INC.
Individual or Corporation Name

By:

Title: CORP. SEC.

Before me, the undersigned Notary Public in and for said County and State, personally appeared RICK E. JONES, and acknowledged execution of the foregoing affidavit as his voluntary act and deed and further stated that the facts recited are true of his personal knowledge.

Stella E. Frost
Notary Public

Residence County: CLARK

My Commission Expires:
OCTOBER 10, 88

10,001

April 8, 1987

CON 5 - 10,001

AGC-Operating Engineers Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Barbara J. Ford
Delinquency Coordinator

Thank you for your letter of March 13, 1987, stating that you have received a check in the amount of $6,897.84 from Ross Bros. Construction, Inc. in connection with a claim for fringe benefits due employees of Ray D. Kalal.

This was in reference to the Ross Bros. Construction, Inc. Contract No. 10,001 for work on the Powder Line Road-Bridge Road Section of the McNary Highway in Umatilla County.

This information will be noted in our records.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State

bbc: Bryant Jackmond FKN:cc

NOTED ON CARD
4-8-87cc

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

March 13, 1987

Ms. Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: File No. CON 5 - 10,001

Dear Ms. Neavoll:

On February 2, 1987 a claim was filed by this office for fringe benefits due employees of Ray D. Kalal, a subcontractor of Ross Bros. Construction, Inc.

Please be advised that we have received a check in the amount of $6,897.84 from Ross Bros. Construction, Inc. in full payment of our claim.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

cc: Ross Bros. Construction, Inc.
Safeco Insurance Co. of America

RECEIVED
MAR 16 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E.
Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

Union Trustees
FRANCIS WICKLANDER, *Secretary*
JIM RIDDERBUSCH, *Vice Secretary*
CHARLES MARLIN
MARK HOLLIDAY

AGC
Oregon-Columbia
Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3165 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

10,001

2

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) Powerline Rd. - Bridge Rd.		WEEK ENDING March 21,1987
		CONTRACT NO 10001
HIGHWAY McNary	COUNTY Umatilla	F A PROJECT NO I-82-1(7)004
CONTRACTOR Ross Bros. Const.	KIND OF WORK Grading, Paving and Structures	DATE OF AWARD April 11, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 3,312,415.62	AUTHORIZATION	$ 235,549.56	FIRST NOTIFICATION DATE May 7, 1985
		COST THIS WEEK	$ 0.00	
ESTIMATED PROJECT COST	$ 3,424,399.92	TOTAL TO DATE	$ 310,286.94	ESTIMATED DATE OF COMPLETION, OR Oct. 06, 1986
ESTIMATED PERCENT OVERRUN/UNDERRUN	1.0%	PERCENT OF AUTHORIZATION	131 %	SECOND NOTIFICATION DATE AND November 5, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Cal.	09/12/86	507	527.0	103	no
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
March 21,1987

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	351,658 cy	14,583 tn	3,361 tn			
EST. CORRECTED QUANTITIES	366,470 cy	27,050 tn	3,405 tn			
EST. PERFORMED TO DATE	366,470 cy	27,050 tn	3,405 tn			
PERCENT PERFORMED TO DATE	100	100	100	0	98	0

ACTIVITIES THIS WEEK:

Office work continuing mainly on earthwork and overhaul quantities.

NOTED
E. SCHWART

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Submitted the major part of semi-final to Region.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Overtime this week: None.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Michael J Gardner
Michael J. Gardner

734-3001 (REV. 8-86)

STATE HIGHWAY ENGINEER (C/O CONSTRUCTION SECTION)

1c. . jc

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(7)004
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 00125

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 13 '87
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

7. DATE AUTHORIZATION EFFECTIVE November 19, 1987
8. FEDERAL ROUTE NUMBER Interstate 82
9. STATE ROUTE NUMBER 70

10. GENERAL LOCATION:
Power Line Road - Bridge Road Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 2/26/87, this will confirm the approval date of 11/19/85 contingent upon modification of Project Agreement if additional funds are required for the cost overrun for the adjustments to the irrigation pump electric service facilities on a total actual cost basis of $2,967.83; Federal Funds $2,737.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 3/11/87
15. SIGNATURE OF APPROVING OFFICIAL John T. Price
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,001

files

AGC-OPERATING
ENGINEERS
TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

February 27, 1987

Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: File #CON 5 - 10,001

Dear Ms. Neavoll:

Pursuant to your note of February 24, 1987 enclosed please find photocopy of Notice of Claim which was served on the Secretary of State's office on January 28, 1987.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

Enclosure

no response rec
as ~~filed~~ identical
claim on 2/24/87

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E.
Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

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FRANCIS WICKLANDER, *Secretary*
JIM RIDDERBUSCH, *Vice Secretary*
CHARLES MARLIN
MARK HOLLIDAY

AGC
Oregon-Columbia
Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

RETURN RECEIPT REQUESTED: P 290 404 385

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Secretary of State
State of Oregon
Salem, OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of RAY KALAL working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of SIX THOUSAND FORTY FOUR AND 78/100ths DOLLARS, ($6,044.78) contributions together with liquidated damages of SIX HUNDRED ELEVEN AND 38/100ths DOLLARS, ($611.38) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued with bond no. 4370277 on which ROSS BROS. CONSTRUCTION, INC. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION is the owner, and SAFECO INS. CO. OF AMERICA is the surety, for that project known as OSHD #10001 - POWERLINE ROAD - BRIDGE ROAD SECTION OF McNARY HWY, UMATILLA COUNTY, OREGON.

Ray D. Kalal

DATED: February

***Subject to revis

● **SENDER:** Complete items 1 and 2 when additional services are desired, and complete items 3 and 4.
Put your address in the "RETURN TO" space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for additional service(s) requested.

1. ☒ Show to whom delivered, date, and ~~addressee's address~~. 2. ☐ Restricted Delivery.

3. Article Addressed to:
Secretary of State
State of Oregon
Salem,OR 97310

4. Article Number
P 290 404 385

Type of Service:
☐ Registered
☒ Certified
☐ Express Mail
☐ Insured
☐ COD

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature – Addressee
X

6. Signature – Agent
X Bill Parke
State of Oregon
97310

7. Date of Delivery
FEB 4 1987

8. Addressee's Address *(ONLY if requested and fee paid)*
Received by State Mailroom
Agent at Main Post Office

PS Form 3811, Feb. 1986 DOMESTIC RETURN RECEIPT

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
FEB 27 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

In Reply Refer to
File No.:

February 26, 1987

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

[illegible]
U. S. HI[illegible]

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Cost Overrun
Irrigation Pump Electric Service Relocation
Umatilla Electric Cooperative Association
Power Line Road - Bridge Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(7)004

Reference is made to my letter of May 27, 1986, which submitted an estimate of cost for the relocation of the electric service to an irrigation pump on the Doherty property at Station 432± by Umatilla Electric Cooperative Association and to your Letter of Approval and/or Authorization, dated June 4, 1986, which approved participation in the estimated cost of $1,768.00. Copies of my letter and your PR-1240 are attached.

The relocation of the electric service has been completed and a final billing of cost, in the amount of $2,967.83, received. The final cost of $2,967.83 exceeds the estimated cost of $1,767.94 by $1,199.89 or 67.87%. The Association in a letter dated September 11, 1986, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Association has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $2,967.83 is requested.

JMC:jkh
attach.

cc: E. S. Hunter
J. M. Cartwright
Randi Kobernik
Rose Wickham

Form 734-3122

10.001

February 24, 1987

CON 5 - 10,001

AGC-Operating Engineers Trust Funds
P. O. Box 4668
Portland, OR 97208

We have received your claim letter dated February 2, 1987, filed against the following Highway Division contract:

FILED BY:	AGC-Operating Engineers Local 701 Trust Funds
AMOUNT:	$6,044.78 together with liquidated damages of $611.38 and interest until paid
FOR:	Fringe benefits due employees of Ray Kalal
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America

Under Oregon law, you will need to file this claim direct with the Secretary of State. Their address is 143 Capitol Building, Salem, OR 97310. We will advise the surety and the contractor of the receipt of this claim. For future filings, please provide us a copy of your notice to the Secretary of State.

Please advise this office when your claim has been paid. For your information, attached is a copy of the law, which outlines the filing procedure.

NOTED ON CARD
2-24-78 azm

Fran Neavoll
COMMISSION SERVICES

Attachment

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Bryant Jackmond

FKN:azm

RETURN RECEIPT REQUESTED: P 290 404 384

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

RECEIVED
FEB -4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

TO: Oregon Department of Transportation
121 Transportation Bldg.
Salem, OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of RAY KALAL working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of SIX THOUSAND FORTY FOUR AND 78/100ths DOLLARS, ($6,044.78) contributions together with liquidated damages of SIX HUNDRED ELEVEN AND 38/100ths DOLLARS, ($611.38) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued with bond no. 4370277 on which ROSS BROS. CONSTRUCTION, INC. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION is the owner, and SAFECO INS. CO. OF AMERICA is the surety, for that project known as OSHD #10001 - POWERLINE ROAD - BRIDGE ROAD SECTION OF McNARY HWY, UMATILLA COUNTY, OREGON.

DATED: February 2, 1987

AGC - OPERATING ENGINEERS
LOCAL 701 TRUST FUNDS

Gary Harrison
Gary Harrison
Trust Administrator
P. O. Box 4668
Portland, OR 97208

***Subject to revision

Project: OSHD #10001 - Powe[illegible]ine Road-Bridge Road
Section of McNary h[illegible]., Umatilla County, Ore.

Schedule 1 of 1

OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS
PER CERTIFIED PAYROLLS
RAY D. KALAL - ER# 50928

		1986			
		AUGUST	SEPTEMBER	OCTOBER	TOTAL
Harris, S. C. 541-74-4327		52.0	6.5	3.0	61.5
McKamey, M. E. 534-80-3197		115.5	106.0		221.5
Hamon, D. 503-16-6950		10.5			10.5
Maine, B. 531-46-2203			75.0	38.0	113.0
Bush, H. L. 540-46-3398			131.0	117.5	248.5
Meyers, D. 544-34-8938		141.5	155.5	100.5	397.5
Coombes, M. 530-22-0967			105.5		105.5
TOTAL HOURS:		319.5	579.5	259.0	1158.0
CONTRIBUTIONS:					
HEALTH & WELFARE	$2.48	$792.36	$1437.16	$642.32	$2871.84
PENSION	1.47	469.67	851.87	380.73	1702.27
TRAINING	0.20	63.90	115.90	51.80	231.60
CIAF	0.07	22.37	40.57	18.13	81.07
VACATION	1.00	319.50	579.50	259.00	1158.00
SUBTOTAL		1667.80	3025.00	1351.98	6044.78
*INTEREST		49.37	59.69	13.34	122.40
LIQUID. DAMAGES		169.55	303.45	138.38	611.38
TOTAL		$1886.72	$3388.14	$1503.70	$6778.56

*Interest computed to December 20, 1986.

RECEIVED
FEB -4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,001

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(7)004

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 27'87
REFER TO letter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE July 3, 1986

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER 70

10. GENERAL LOCATION:

Power Line Road - Bridge Road Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 1/9/87, this will confirm the advance approval date of 7/3/86 contingent upon modification of Project Agreement if additional funds are required for the cost overrun on the electric service to Lamb Weston's irrigation pump on an actual cost basis $2,267.31; Federal Funds $2,091.

The Agreement with the Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 1/23/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,001

UMATILLA READY-MIX, INC.

P. O. BOX 257
HERMISTON, OREGON 97838

PLANTS LOCATED AT

HERMISTON (503) 567-6173
BOARDMAN (503) 481-9382
HEPPNER (503) 676-9406

CONCRETE ACCESSORIES
CONCRETE AGGREGATE
PRECAST CONCRETE
REINFORCING STEEL
SAND

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
JAN 26 '87
REFER TO
FOR
Info Inves R/D D/R Sign Act File

January 21, 1987

Cy Construction
1/26

Secretary of State
Barbara Roberts
State Capitol
Salem, Oregon 97310-0722

Certified Receipt #P 136 141 073

Dear Madam:

This letter is in reference to supplying materials on State and Federal funded projects; to wit: Project Contract #10001, Powerline Road-Bridge Road Section, McNary Highway, Umatilla County, Oregon. The prime contractor is Ross Bros. Construction, Inc.

Umatilla Ready-Mix, Inc. and others supply material on jobs such as these at discount prices on volume basis and expects to get paid as State and Federal money is behind it and contract has to be bonded.

Now, as we come to the end of the above mentioned project, the contractor still owes Umatilla Ready-Mix, Inc. $6,465.32 as of September 1986 and one of his subcontractors left or got run off the job and owes us $1,607.08 as of May 1986. By rules/regulations the prime contractor is responsible for his subcontractors. The State of Oregon paid the prime contractor for his subcontractors work and materials but we received absolutely nothing from start to finish on the subcontractors bill.

Find enclosed copies of certified letters sent to Ross Bros. Const. Inc., State of Oregon, bonding company and responses from State of Oregon. Also copy from attorney representing Ross Bros. in this matter offering us $800 to settle account and to forget the other $7,272.40. This amount represents approximately 178 yards of concrete or 22 truck loads of material.

On January 7, 1987 I called the Highway Division in Salem and they hooked me up with Jack Sollis in their legal council division. He advised me that ORS 279.314 is only there if they choose to use it. He said they did not want to get into it with the contractors and advised us to hire a private attorney. There is no provision in the law for us to recover attorney fees and this would create an additional loss.

The contractor is working for the State and should have to abide by ORS 279.312 (copy enclosed). Otherwise, why even have a bond or retainage fee if the State will not enforce it to protect a supplier like myself.

If nothing is done on this matter, Ross Bros. will just go down the road and bid another job with the State and take the tax payers money and not pay the suppliers -- in essence, banking the money they steal from us.

Surely someone can look into this matter and do something constructive about it.

Sincerely yours,
UMATILLA READY-MIX, INC.

Bud Englert
Bud Englert
General Manager

Enclosures

cc: Mike Thorne, State Senator
Umatilla County
S. 206 State Capitol
Salem, Oregon 97310
Certified Receipt #P 136 141 074

Chuck Norris
State Representative, District #57
366 State Capitol
Salem, Oregon 97310
Certified Receipt #P 136 141 075

Ray French, State Representative
Morrow and Grant County
369 State Capitol
Salem, Oregon 97310
Certified Receipt #P 136 141 076

✓ Department of Transportation
State Highway Building
Salem, Oregon 97310
Certified Receipt #P 136 141 077

Mike Gardner, Resident Engineer
680 W. Harper Road
Hermiston, Oregon 97838
Certified Receipt #P 136 141 078

SECTION VI: PUBLIC WORKS

A. **Public Works Generally – Definitions.** Certain terms are defined in the Oregon statutes as follows:

1. "Public contract" means a contract made with state, county, school district, municipality, municipal corporation or subdivision thereof. ORS 279.310(1)
2. "Public agency" or "public contracting agency" means any agency of the State of Oregon or any political subdivision thereof authorized by law to enter into public contracts.
3. "Public improvement" means projects for construction, reconstruction or major renovation on real property by or for a public agency. "Public improvement" does not include emergency work, minor alteration, ordinary repair or maintenance necessary in order to preserve a public improvement.

When a public agency in Oregon enters into a public improvement contract, the statutes provide two basic means of protection for those supplying labor, services or materials on the project. These means are substitutes for the construction lien for private works.

B. **Conditions in All Public Contracts.** ORS 279.312 provides, among other things, that every public contract shall contain a condition that the contractor will make prompt payment of the debts due to all who supply the contractor with labor or materials for the work provided for in the contract, and will see to it that no lien or claim is filed against the public body for any labor or material furnished.

ORS 279.314 provides that every public contract must contain a condition that, if the contractor does not make prompt payment of debts due for labor or services, the proper officer of the public body may pay such claims and charge the amount paid against the balance due or to become due to the contractor. Such payment does not relieve the contractor or his surety from any obligation regarding these claims.

Note that the primary thrust of these requirements is to protect the public body rather than claimants for labor, services or materials. However this does not mean that these statutes are not helpful.

In the first place, the contract may be terminated if the

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SEIFER, YEATS, WHITNEY & MILLS
ATTORNEYS AT LAW
SUITE 1516
900 S.W. FIFTH AVENUE
PORTLAND, OREGON 97204
(503) 223-6740

DANIEL J. SEIFER
ELIZABETH YEATS
SUSAN G. WHITNEY
RODNEY R. MILLS

October 23, 1986

Umatilla Ready-Mix, Inc.
P.O. Box 257
Hermiston, Oregon 97838

Attn: Bud Englert

Re: OSHG Project 10001, Power Line Road

Dear Mr. Englert:

This office represents Ross Bros. Construction, Inc., regarding the above-referenced project.

We are in receipt of your claim against the bond posted by Safeco Insurance Company on behalf of Ross Bros. on this project. While my client disputes the validity of your claim and admits no liability to Umatilla Ready-Mix, Inc., in the interest of resolving this matter without either party incurring additional, unnecessary expense, Ross Bros. is willing to pay Umatilla Ready-Mix, Inc., the sum of $800.00 as full satisfaction of Umatilla Ready-Mix's claims on this project, including the claim which has been made against Safeco's bond.

I appreciate your prompt attention to this matter. Please contact our office with your response.

Very truly yours,

SEIFER, YEATS, WHITNEY & MILLS

Rodney R. Mills

RRM/m

Note: **We feel there is no response needed to this letter as all of the loads were certified by a state inspector and no low breaks or loads rejected. All tickets were signed for and used by Ross Bros. and paid for by the State of Oregon.**

10

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 9, 1987

In Reply Refer to
File No

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

RECEIVED
STATE HWY ENGR
JAN 12 '87
REFER TO
FOR

Info.	Inve.	R/D	D/R	Sign	Act	File

SUBJECT: Cost Overrun
Electric Power Service Relocation
Umatilla Electric Cooperative Association
Lamb-Weston Irrigation Pump
(Station "NB" 745+90)
Power Line Road - Bridge Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(7)004

Reference is made to my letter of July 9, 1986 which submitted an estimate of cost for the relocation of Umatilla Electric Cooperative Association's electric service to Lamb-Weston's irrigation pump and to your Letter of Approval and/or Authorization, dated July 29, 1986 which approved participation in the estimated cost of $1,715. Copies of my letter and your PR-1240 are attached.

The relocation of electric service has been completed and a final billing of cost, in the amount of $2,267.31 received. The final cost of $2,267.31 exceeds the estimated cost of $1,714.25 by $553.06 or 32.26%. The Association advises that the reason for the cost overrun is that the work had to be done with the power lines energized. The estimate was based on working with de-energized power lines.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Association has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $2,267.31 is requested.

JMC:jr
attach.

cc: ✓E. S. Hunter
J. M. Cartwright
Randi Kobernik
Rose Wickham

CL 1987-0010

10,001

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 13 1987
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.: CON 5 - 10,001

RECEIVED
JAN 20 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 6, 1987

Kilpatricks & Pope
Lawyers
P. O. Box A
Mt. Vernon, OR 97865

Attention: Roy Kilpatrick

We received on December 30, 1986, the Notice of Claim from Ray Hutchinson dba Columbia Western Company dated December 9, 1986, filed against the following Highway Division contract:

FILED BY:	Ray Hutchinson dba Columbia Western Co.
AMOUNT:	$14,500.75 plus interest
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR)	Ross Bros. Construction, Inc.
CONTRACT NO:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: Safeco Insurance Company
of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Ross Bros. Construction, Inc.
3501 Brooklake Road, North
Salem, OR 97303

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
1-21-87cc

[illegible] (10-86)

NOTICE OF CLAIM UNDER ORS 279.528

TO: STATE OF OREGON, Department of Transportation;

ROSS BROS. CONSTRUCTION, INC.

DAVISON DOZING & CONSTRUCTION, INC.

LARRY SMITH:

Notice is hereby given that the undersigned, Ray Hutchinson, dba Columbia Western Co., has a claim for labor and materials performed and furnished by him in crushing rock on Oregon State Highway Division contract 10,0001 in the sum of $14,500.75, for additional materials removed from Columbia Western Crushing's stockpiles exceeding Davison Dozing & Construction, Inc.'s original contract, with interest at 9% from April 5, 1986 to October 31, 1986, owing against the bond taken from Larry Smith, 3501 Brooklake Road North, Salem, OR 97303; for the work of construction of McNary Highway I-82, Unit 3, in Umatilla and Morrow Counties, Oregon.

DATED: December 9, 1986.

R.M. Hutchinson

RAY HUTCHINSON
Columbia Western Co.
P. O. Box 500
Umatilla OR 97882

RECEIVED
DEC 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COLUMBIA [illegible] CRUSHING
Rt. 1, Box 703
Ontario, Oregon 97914
(503) 889-9503

RECEIVED
NOV 13 1986

INVOICE
139212

DATE: November 1, 1986

SOLD TO	Ross Bros. Construction, Inc. 3501 Brooklake Rd. N. Salem, Oregon 97303
SHIP TO	Material stockpiled and used on Section 3, I-82 Hermiston, Oregon

CUST. ORDER NO.	DATE SHIPPED	SHIPPED VIA	TERMS	SALESMAN	F.O.B.	OUR ORDER NO.

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
1,030	yds. granular embankment	@ 3.43	$ 3,532.90
9,880	tons of aggregate base	3.09	30,532.20
4,703	tons of aggregate base shoulder	3.09	14,532.27
9,038	tons of aggregate treated base	3.09	27,927.42
1,500	tons of aggregate base (additional required)	2.45	3,675.00
540	yds. of special wall backfill	3.43	1,852.20
	TOTAL		82,048.99
	Less payments: -50,263.13 - 5,938.78 - 2,188.20 $ 58,390.11		-58,390.11
	Balance due 8-25-85		23,658.88
	Interest from 8-25-85 to 1-23-86 @ 9%		880.89
	Balance due 1-23-86		24,539.77
	Less payment: $ 6,600.00 on 1-23-86		-6,600.00
	Balance due 1-23-86 977		17,939.77
	Interest from 1-23-86 to 4-5-86 @ 9%		318.49
	Balance due 4-5-86		18,258.26
	Less checks to suppliers		-4,643.45
	Balance due 4-5-86		13,614.81
	Interest from 4-5-86 to 10-31-83 @ 9%		701.58
	Balance due 10-31-86		$ 14,316.39

(Ennis) INVCC 730-4

COLUMBIA WESTERN CRUSHING
Rt. 1, Box 706
Ontario, Oregon 97914
(503) 889-9508

INVOICE
139211

DATE: November 1, 1986

SOLD TO	SHIP TO
Ross Bros. Construction, Inc. 3501 Brooklake Rd. N. Salem, Oregon 97303	Material stockpiled and used on Section 3, I-82 Hermiston, Oregon

CUST. ORDER NO.	DATE SHIPPED	SHIPPED VIA	TERMS	SALESMAN	F.O.B.	OUR ORDER NO.

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
4692.8	tons of aggregate and shoulder base rock	@ 3.09 p/ton	14,500.75
	This is additional materials removed from Columbia Western Crushing's stockpiles exceeding Davison Dozing original contract.		
	R.M. [illegible]		
	Due and payable as of Nov. 1, 1986		14,500.75

INVCC 750-4

279.540 Rights of persons furnishing medical care and attention to employes of contractor. A person furnishing or providing medical, surgical or hospital care or other needed care and attention, incident to sickness or injury, to the employes of a contractor of a contract made with a public body, or to the employes of his subcontractor, shall be deemed to have performed labor for prosecution of the work provided in the contract for the purposes of ORS 279.526 to 279.542. [Formerly 279.530]

279.542 Joint liability where bond not executed. If the contract is one for which a bond, cashier's check or certified check as provided for in ORS 279.029 is required and the contractor fails to pay for labor or materials or to pay claims due the State Industrial Accident Fund, the State Unemployment Compensation Trust Fund or the Department of Revenue and the officers of the public body which let the contract fail or neglect to require the person entering into the contract to execute the bond, cashier's check or certified check:

(1) The State of Oregon and the officers authorizing the contract shall be jointly liable for the labor and materials used in the prosecution of any work under the contract, and for claims due the State Industrial Accident Fund, the State Unemployment Compensation Trust Fund and the Department of Revenue, if the contract was entered into with the State of Oregon.

(2) The public body and the officers authorizing the contract shall be jointly liable for the labor and materials used in the prosecution of any work under the contract and for claims due the State Industrial Accident Fund, the State Unemployment Compensation Trust Fund and the Department of Revenue, if the contract was entered into on behalf of a public body other than the state. [Formerly 279.532; 1975 c.771 §23a]

279.544 [Formerly 279.534; repealed by 1975 c.771 §33]

279.575 Progress payments on public contracts; retainage; interest; exception; settlement of compensation disputes. (1) Public contracting agencies shall make progress payments on the contract monthly as work progresses on a public contract for a public improvement. Payments shall be based upon estimates of work completed that are approved by the public contracting agency. A progress payment shall not be considered acceptance or approval of any work or waiver of any defects therein. The public contracting agency shall pay to the contractor interest at the rate of one and one-half percent per month on the progress payment, not including retainage, due the contractor. The interest shall commence 30 days after the request for payment is made by the contractor or 15 days after the payment is approved by the agency, whichever is the earlier date.

(2) A public contracting agency may reserve as retainage from any progress payment on a public contract an amount not to exceed five percent of the payment. As work progresses, an agency may reduce the amount of the retainage and the agency may eliminate retainage on any remaining monthly contract payments after 50 percent of the work under the contract is completed if, in the agency's opinion, such work is progressing satisfactorily. Elimination or reduction of retainage shall be allowed only upon written application by the contractor, which application shall include written approval of the contractor's surety; except that when the contract work is 97-1/2 percent completed the agency may, at its discretion and without application by the contractor, reduce the retained amount to 100 percent of the value of the contract work remaining to be done.

(3) The retainage held by a public contracting agency shall be included in and paid to the contractor as part of the final payment of the contract price. The public contracting agency shall pay to the contractor interest at the rate of one and one-half percent per month on the final payment due the contractor, interest to commence 30 days after the work under the contract has been completed and accepted and to run until the date when the final payment is tendered to the contractor. The contractor shall notify the public contracting agency in writing when the contractor considers the work complete and the public contracting agency shall, within 15 days after receiving the written notice, either accept the work or notify the contractor of work yet to be performed on the contract. If the public contracting agency does not within the time allowed notify the contractor of work yet to be performed to fulfill contractual obligations, the interest provided by this subsection shall commence to run 30 days after the end of the 15-day period.

(4) The public contracting agency shall pay, upon settlement or judgment in favor of the contractor regarding any dispute as to the compensation due a contractor for work performed under the terms of a public contract, the amount due plus interest at the rate of one and one-half percent per month on such amount accruing from the later of:

279.420 or 279.575 shall only apply as between the public contracting agency and the party with whom it contracts. [1977 c.727 §5]

BONDS; ACTIONS ON BOND

279.502 [1957 c.650 §1; 1969 c.607 §2; repealed by 1975 c.771 §33]

279.510 [Amended by 1955 c.526 §1; 1957 c.650 §2; 1965 c.26 §2; 1969 c.493 §77; repealed by 1975 c.771 §33]

279.512 [Amended by 1957 c.650 §3; repealed by 1975 c.771 §33]

279.514 [Amended by 1957 c.650 §4; repealed by 1975 c.771 §33]

279.515 [1957 c.650 §5; repealed by 1975 c.771 §33]

279.516 [Repealed by 1957 c.650 §15]

279.518 [Amended by 1957 c.650 §9; renumbered 279.538]

279.520 [Amended by 1953 c.131 §3; 1955 c.526 §2; repealed by 1957 c.650 §15]

279.522 [Repealed by 1957 c.650 §15]

279.524 [Repealed by 1957 c.650 §15]

279.526 Right of action against bond of contractor or subcontractor. A person claiming to have supplied labor or materials for the prosecution of the work provided for in the contract, including any person having direct contractual relationship with the contractor furnishing the bond or direct contractual relationship with any subcontractor, or an assignee of such person, or a person claiming moneys due the State Accident Insurance Fund Corporation, the State Department of Employment Trust Fund or the Department of Revenue in connection with the performance of the contract, has a right of action on the contractor's bond, cashier's check or certified check as provided for in ORS 279.029 if the person or the person's assignee has presented and filed a notice of claim, as prescribed in ORS 279.528, prior to the expiration of six months immediately following the acceptance of the work by the affirmative action of the public body which let the contract. [Amended by 1953 c.131 §3; 1957 c.650 §6; 1969 c.689 §1; 1975 c.771 §21; 1981 c.712 §16; 1983 c.264 §3]

279.528 Execution and contents of notice of claim. (1) The notices of claim required by ORS 279.526 shall be presented to and filed with the Secretary of State or the clerk or auditor of the public body which let the contract.

(2) The notice shall be in writing substantially as follows:

To (here insert the name of the public body):

Notice hereby is given that the undersigned (here insert the name of the claimant) has a claim for (here insert a brief description of the labor or materials performed or furnished and the person by whom performed or furnished; if the claim is for other than labor or materials, insert a brief description of the claim) in the sum of (here insert the amount) dollars against the bond taken from (here insert the name of the principal and surety or sureties upon the bond) for the work of (here insert a brief description of the work concerning which the bond was taken).

________________ (here to be signed)

---

(3) The notice shall be signed by the person making the claim or giving the notice. [Amended by 1957 c.650 §7; 1969 c.689 §2; 1975 c.771 §22]

279.530 [Amended by 1957 c.650 §10; renumbered 279.540]

279.532 [Amended by 1953 c.131 §3; 1955 c.526 §3; 1957 c.650 §11; renumbered 279.542]

279.534 [Amended by 1953 c.131 §3; 1957 c.650 §12; renumbered 279.544]

279.536 Action by claimant on contractor's bond. (1) A person who has filed and served the notice or notices of claim, as required under ORS 279.526 and 279.528, or that person's assignee, may institute an action on the contractor's bond, cashier's check or certified check as provided for in ORS 279.029 in the circuit court of this state or the federal district court of this district.

(2) The action shall be on the relation of the claimant, or that person's assignee, as the case may be, and shall be in the name of the public body which let the contract. It may be prosecuted to final judgment and execution for the use and benefit of the claimant, or that person's assignee, as the fact may appear.

(3) The action must be instituted no later than two years after the acceptance of the work by the affirmative action of the public body which let the contract. [1957 c.650 §8; 1969 c.689 §3; 1975 c.771 §23; 1981 c.712 §17]

279.538 Preference of labor and material liens. All labor and material liens shall have preference and be superior to all other liens and claims of whatsoever kind or nature created by ORS 279.310 to 279.318 and 279.526 to 279.542. [Formerly 279.518]

SUBCONTRACT AGREEMENT

THIS SUBCONTRACT AGREEMENT, made and entered into this 1 st day of May, 19 85, by and between DAVISON DOZING & CONSTRUCTION, INC. with its office at P. O. Box 476, Dallas, Oregon 97338, (herein "Contractor") and Ray Hutchinson, DBA Columbia Western Co. P.O. Box 500, Umatilla, OR 97882 with its office at 1404 N. Arthur, Kennewick, WA 99336 (509) 735-6950 (herein "Subcontractor"),

WITNESSETH:

WHEREAS, Contractor has entered into a contract (herein "the Contract") with Ross Bros. Construction & Department of Transportation (herein "the Owner") to perform certain work generally described as Powerline Road-Bridge Road, Umatilla County, OSHD Contract 10,001 (herein "the Project") in accordance with plans, specifications and related documents prepared by or for OSHD, all of which plans, specifications and related documents, including but not limited to general and special conditions and provisions, plans and drawings, specifications and standard specifications, addenda, change orders, modifications and price agreements, and other documents constituting or referred to in the Contract (herein collectively "the Contract Documents") are hereby incorporated by reference in this Subcontract Agreement; and

WHEREAS, Subcontractor warrants and represents that it is fully familiar with all of the terms, conditions and obligations of the Contract and Contract Documents, with the local and general conditions concerning the Project, and with all of the conditions under which the Work is to be performed, including but not limited to the nature and character of the Work, transportation and utility facilities, availability, storage and disposal of materials, availability and requirements concerning labor and workmanship, and uncertainties of weather and physical conditions at the site of the Project and the risks and hazards inherent in the Work, which warranty and representation is based upon Subcontractor's own investigation and analysis of all such matters and without reliance whatsoever upon any representation, opinion or information of the Contractor; and

WHEREAS, Contractor and Subcontractor are desirous of entering into this Subcontract Agreement whereby Subcontractor, as an independent contractor, undertakes the performance of a portion of the work to be done by Contractor under the Contract, in strict accordance with the terms and conditions of the Contract and Contract Documents and this Subcontract Agreement, and for and in consideration of the compensation hereinafter recited;

NOW, THEREFORE, in consideration of the mutual covenants and conditions hereinabove and hereinafter set forth, Contractor and Subcontractor agree:

ARTICLE 1 - Description of Subcontract Work and Price.

1.1 Subcontractor shall perform those portions of the work required under the Contract which are hereinafter set forth (herein "the Work"), in strict accordance with all of the terms and conditions of the Contract and Contract Documents and of this Subcontract Agreement, and Contractor shall pay to Subcontractor therefor the amounts hereinafter set forth (herein "the Price"), at the times and in the manner and amounts determined as set forth in this Subcontract Agreement.

Item No.	Item	Estimated Quantity	Unit Price	Estimated Amount
12.	Granular Embak. Mat.	1,030 c.y.	3.43	$ 3,532.90
17.	Aggregate Base	9,880 tons	3.09	30,529.20
18.	Aggregate Shoulders	4,703 tons	3.09	14,532.27
19.	Treated Base	9,038 tons	3.09	27,927.42
62.	Gravel Blanket	10,000 tons	--0--	--0--
64.	Special Wall Backfill	480 c.y.	3.43	1,646.40
77.	Special Wall Backfill	60 c.y.	3.43	205.80
				$78,373.99

Notes:

1. This contract is for crushing and stockpiling the above items.

2. Bid Item No. 62, Gravel Blanket. It is understood Columbia Western will crush and stockpile 10,000 tons. The cost for this item is c considered to be included in the other itemsnoted as 17. Aggregate Base, 18. Aggregate Shoulders, and 19. Treated Base. If, in the event additional material will be needed after the crusher is removed and would require additional move in and a new price will be determined.

3. Davison Dozing & Construction agrees to furnish Columbia Western Co. with fuel at the current price Davison is paying and will be metered and paid when due.

4. Davison Dozing & Construction waives Article 9. A bond will not be required of Columbia Western Co.

5. Davison Dozing & Construction will also allow this contract with written consent, will allow Columbia Western Co. to assign this contract for the purpose of obtaining working capital.

6. Davison Dozing & Construction will make every attempt to aid Columbia Western Co. obtain $9,000.00 when they have thier plant on site and are ready to produce aggregate.

7. Davison Dozing & Construction will support Columbia Western Co. with backup equipment, i.e. loader, dozer, stockpile truck, on an availability basis and at a rental rate to be determined at the time the need arises.

8. Additional bid item 17. Aggregate Base (crushing only) $2.45 per ton.

ARTICLE 2 - Performance of the Work.

2.1 Subcontractor shall provide and perform all labor and supervision and shall furnish all materials, supplies, equipment, tools, utilities and facilities necessary or proper for the performance and completion of the Work in strict accordance with all of the terms and conditions of the Contract and Contract Documents, in accordance with all of the terms and conditions of this Subcontract Agreement, and in accordance with all change orders, modifications, price agreements or other documents of change issued in connection therewith, all of which are by this reference hereby incorporated in this Subcontract Agreement as though fully set forth.

2.2 Subcontractor shall perform the Work under the general direction and supervision of Contractor and of Owner and Owner's representatives, and shall be subject to all of the inspection and testing requirements of the Contract and Contract Documents as relate to the Work. Subcontractor shall adequately and continuously supervise and superintend its forces and shall, at the direction of Contractor or Owner, or the authorized representatives of either, immediately remove from the Project any person, equipment or materials determined to be inadequate or inappropriate to performance of the Work.

2.3 Subcontractor shall comply with all applicable federal, state and local laws, regulations, ordinances and orders affecting the Project, the Work or this Subcontract Agreement. Without limitation thereof, the Contract or the Contract Documents may require all subcontracts relative to the Project to contain certain provisions, in which event each and every of said required provisions are by this reference hereby incorporated in this Subcontract Agreement as though fully set forth, and in which event Subcontractor agrees to incorporate each and every such required provision in every subcontract which Subcontractor may enter into pertaining to the Project or to the Work.

2.4 Subcontractor will furnish any and all shop drawings, schedules, samples, literature or other submittals required for the Work by the Contract and Contract Documents, within sufficient time for review and approval by Owner or its representatives in order to avoid any delay to the Work or to the Project, and will make such changes and furnish such corrected submittals as may be required.

2.5 Subcontractor will fully protect the Work and all portions and components thereof and materials therefor until all of the Work is fully completed and accepted by Owner, and as between Contractor and Subcontractor, Subcontractor shall bear all risk of loss thereof from any and all risk or hazard of whatsoever nature.

2.6 At any time during the course of the Work and until final acceptance of the Project, Contractor shall have the right to order additions or deletions in the Work or changes in the Work without notice to or the consent of Subcontractor's surety, and fair increases or decreases shall be made therefor in the Price; provided, however, no addition, deletion or change in the Work shall be made by Subcontractor or paid for by Contractor unless and until such addition, deletion or change is duly authorized in writing by Contractor.

2.7 Subcontractor shall perform the work in such manner that the site of the Project shall at all times be clean, orderly and free from debris. From time to time, and upon completion of the Work, Subcontractor shall remove from the site and dispose of all plant and equipment, supplies, excess materials, refuse and debris, so as to keep and leave the site of the Project in a good and clean condition and in strict conformance with any requirements of the Contract and Contract Documents.

ARTICLE 3 - Payment for the Work.

3.1 In consideration of all of the covenants and conditions of this Subcontract Agreement and the full, faithful and prompt performance of all of the terms and conditions of this Subcontract Agreement and of the Contract and Contract Documents pertaining to the Work, Contractor agrees to pay to Subcontractor the Price as hereinabove set forth, and Subcontractor agrees to receive and accept the Price as full compensation for doing all things required to complete the Work to the satisfaction of the Owner, including all taxes.

3.2 Payment will be made to Subcontractor for work actually performed and completed, as measured and certified to by Owner or its representative, which shall be accepted by Subcontractor as full compensation for furnishing all material and for doing all work contemplated and embraced in this Subcontract Agreement. In the event Subcontractor fails to invoice or otherwise indicate its contention as to the value of such work by a date five days in advance of the monthly date set forth in the Contract or Contract Documents, Contractor may estimate the value thereof.

3.3 The determination made by Owner or its representative of quantities of the Work performed and to be paid for shall be binding and conclusive, and shall conclusively establish the amount of the Work done by Subcontractor. No compensation shall be paid Subcontractor for work not approved and accepted by Owner and Subcontractor will make no claims against Contractor based on any estimates or calculations other than those made by Owner and for which payment has been made by Owner to Contractor.

3.4 Partial payments for the Work performed under this Subcontract Agreement will be made by Contractor as and when Contractor is paid therefor by Owner, and will equal the value of the Work done by Subcontractor according to the Owner's estimate, less the sum of previous payments and less a retention equal to ten percent (10%) of the said value of the Work done by Subcontractor; provided, that if

Subcontractor is indebted to Contractor or anyone else for cash advances, supplies, materials, equipment, rental or other proper charges against the Work, the amount of such indebtedness may be deducted from any payment or payments made under this provision, and provided further, that the fund from which such payments shall be made shall be that created by the Owner in making payments to Contractor.

3.5 Upon the completion and acceptance of the Project and payment therefor in full by Owner, Subcontractor will be paid the remaining amount due Subcontractor under this Subcontract Agreement. All prior partial payments shall be subject to correction in the final payment. Final payment as herein provided shall release Contractor from any further obligation whatsoever in respect to this Subcontract Agreement. Subcontractor shall, as a condition precedent to final payment, execute and deliver to Contractor a full and valid release and complete discharge of and from any and all claims and demands whatsoever for all matters arising out of, or in any manner connected with or founded upon, this Subcontract Agreement, the Work or the Project.

3.6 Subcontractor shall make prompt payment to all persons performing labor or furnishing materials or equipment used or to be used in the performance of the Work. No moneys shall be deemed as earned or owing until Subcontractor has paid all obligations incurred for labor, materials, supplies, equipment and any other obligations incurred in performance of the Work, or which may become claims against Contractor's bond or may become liens against Contractor's earnings or against the property or improvements of the Project. Any portion of the Price unpaid, whether upon partial payments or final payment, may be considered as held by Contractor in trust for the benefit of any laborer, materialman or other creditor and Contractor reserves the right to make payment directly to such creditors of Subcontractor as may have such claim or lien. Contractor reserves the right, prior to making any partial payment or final payment, to request and receive from Subcontractor a certification under oath, and such other evidence as Contractor may request, that all obligations incurred by or on behalf of Subcontractor which are or may become such claim or lien have been paid, and Subcontractor's written waiver of any claim or lien to the extent of such payment.

3.7 It is specifically understood and agreed that Contractor is not an insurer or guarantor of the amount or nature of the Work and that quantities of the Work are approximate only, Owner and Contractor expressly reserving the right to add to or subtract from the amount thereof and to make changes therein. Subcontractor shall be bound thereby to the same extent that Contractor is bound thereby. No adjustment in the Price shall be made unless Owner adjusts said price with Contractor and makes payment therefor to Contractor. Subcontractor shall not be entitled to damages for delays by reason of any act of Owner, unless and until Owner compensates Contractor for Subcontractor's damages, and Subcontractor's sole remedy for such delay shall otherwise be an extension of time, if granted by Owner. Subcontractor shall not be entitled to recover damages from Contractor for delays or damages caused by the act or omission of any other subcontractor, nor shall Subcontractor be liable to Contractor for delays occasioned by the act or omission of any other subcontractor of Contractor, unless and until such other subcontractor compensates Contractor for Subcontractor's damages.

3.8 In the event that Subcontractor shall furnish any cost or pricing data concerning or pertaining to any adjustment or proposed adjustment of the Price, Subcontractor warrants and represents that any and all such data is complete, accurate and correct, and Subcontractor agrees to indemnify Contractor against any loss, cost or damage incurred by Contractor as a result of any defect or deficiency in any such data.

ARTICLE 4 - Progress and Completion of Work.

4.1 Time is of the essence of this Subcontract Agreement. Subcontractor warrants and represents that it is fully familiar with all of the requirements and provisions of the Contract and Contract Documents concerning time of performance, and that the Price hereinabove provided contemplates performance and completion of the Work within such time as may reasonably be necessary to permit Contractor to complete the Contract within the time required therefor.

4.2 Subcontractor agrees, within five (5) calendar days after being notified by Contractor so to do, to commence the Work at the Project at such points as Contractor may designate, and to continue diligently thereafter in the performance of the Work, and to fully complete all of the Work to the satisfaction of Contractor and Owner within Contractor's approved schedule, as may from time to time be adjusted. Subcontractor shall be responsible to Contractor for any liquidated or actual damages imposed by Owner upon Contractor or otherwise incurred by Contractor as a result of Subcontractor's failure to perform or complete the work within the times hereinabove provided.

4.3 Subcontractor's performance of the work will require integration thereof with work to be performed by Contractor or its other subcontractors, or by Owner or its other contractors, or by other utilities, public bodies or third persons, and Subcontractor agrees that it will fully cooperate with Contractor and all other entities to integrate and coordinate the Work with such other work as to time, location and schedule. Subcontractor acknowledges that the Work must be commenced and completed prior to other work to be performed by Contractor or such other entities, and Subcontractor therefore agrees to perform the Work diligently and expeditiously so that Contractor or such other entities will not be delayed in the performance of such other work. Contractor shall not be responsible to Subcontractor for any act, omissions or damage caused to Subcontractor by any such other entity, including Contractor's other subcontractors.

4.4 If any portion of the Work depends upon prior performance of any other work by Contractor or its other subcontractors, Subcontractor, by commencing such portion of the Work, accepts the adequacy and completeness of such other work.

4.5 Subcontractor shall comply with instructions given by Owner or its representatives, or by Contractor, including any instruction to suspend or delay the performance or completion of the Work or any portion thereof. Subcontractor shall be entitled to an adjustment of the Price or of the time of performance only to the extent that Contractor actually receives from Owner an adjustment of the amounts paid to Contractor or an adjustment of the time of performance under the Contract or Contract Documents as a result of such instruction.

ARTICLE 5 - Insurance.

5.1 Subcontractor agrees to obtain and continuously maintain during the period this Subcontract Agreement remains in force, such insurance and bonds as are required by the Contract and Contract Documents and are required by law, or as Contractor and/or Owner consider necessary for the proper protection of the parties and the public, in form and companies satisfactory to Owner and Contractor. Without limitation thereof, Subcontractor shall provide and maintain the following:

(A) General Comprehensive Public Liability and Property Damage insurance coverage, including vehicle operation, with a combined single limit of not less than $____________.

(B) Workers' Compensation and employer's liability insurance coverage for all persons employed in the Work or on the Project in such form and amount as may be required by law and by the Contract and Contract Documents; and

(C) Builder's All Risk insurance coverage upon the Work in an amount not less than the Price.

5.2 Subcontractor shall pay all premiums and costs in connection with all bonds and/or insurance which Subcontractor shall be required to furnish or provide hereunder.

5.3 Contractor may, at its option, if deemed advisable, place insurance of the character and nature described above to cover the operations of Subcontractor, paying the premium therefor and charging the amounts thereof to Subcontractor.

5.4 Subcontractor agrees that in the event any of the Work is further sublet, Subcontractor will arrange for insurance as herein provided.

5.5 Subcontractor shall require all insurance companies issuing any policies of insurance to Subcontractor which Subcontractor is required to procure hereunder, to certify to Contractor and to Owner in writing that such policies have been issued and are in force and will not be cancelled or annulled except upon ten (10) days' notice in writing to Contractor. Subcontractor shall not cancel any policies of insurance required hereunder either before or after completion of the Work, without the written consent of Contractor.

ARTICLE 6 - Liability and Indemnity.

6.1 Subcontractor shall hold and save Contractor harmless from any and all liability, costs, expenses and damages, including attorney's fees, for damage to the Work or to the Project, and for injury or death or damage to property occurring on or in connection with the Work or the Project arising out of the acts or omissions of Subcontractor, its employees, agents or subcontractors, or otherwise arising out of the performance of the Work, excepting only such as arise due to the sole negligence of Contractor. Without limiting the generality of the foregoing, Subcontractor's promise of indemnity specifically applies to claims arising out of injury or death to Subcontractor's own employees, and SUBCONTRACTOR'S OBLIGATION THEREOF IS NOT LIMITED BY THE PROVISIONS OF ANY WORKERS' COMPENSATION OR SIMILAR STATUTE AND SUBCONTRACTOR WAIVES ANY IMMUNITY THEREUNDER AS TO THIS OBLIGATION.

6.2 Subcontractor shall hold and save Contractor harmless from any and all liability, costs, expenses, damages, fines or other loss, including attorneys' fees, arising out of any act or omission of Subcontractor, its agents, employees or subcontractors, in the performance of the Work, which acts or omissions are in violation of or not in compliance with any federal, state, local or other public agency permit, regulation, rule or law, including those pertaining to protection of the environment, air, water, soil, noise or public or private property.

6.3 Subcontractor shall hold and save Contractor harmless from any and all liability, costs, expenses and damages, including attorneys' fees, arising out of any breach by Subcontractor of any term or condition of this Subcontract Agreement or of the Contract or Contract Documents.

6.4 Subcontractor shall guarantee the Work to the same extent that Contractor is obligated to guarantee its work under the Contract and Contract Documents, and shall promptly obtain and furnish any warranties or guaranties required by the Contract and Contract Documents, in form satisfactory to Owner.

ARTICLE 7 - Claims and Disputes.

7.1 It is understood and agreed by Subcontractor that this Subcontract Agreement is made for the consideration herein named, and that Subcontractor has, by examination and investigation, satisfied itself as to the nature and location of hte Work, the character, quantity and kind of materials to be used and encountered, the character, kind and quantity of equipment necessary and appropriate for performance and timely completion of the Work, and all conditions and other matters which can in any way affect the Work. No verbal agreement or representation, either before or after the execution of this Subcontract Agreement, shall affect or modify any of the terms or obligations herein contained, and this Subcontract Agreement and the documents herein incorporated by reference shall be conclusively considered as containing and expressing all of the terms and conditions agreed upon by the parties hereto. No term, condition, exclusion, limitation or qualification given by Subcontractor, either orally or in writing, in any bid, quotation, acceptance, addendum or otherwise shall be valid or binding on Contractor except to the extent expressly set forth in this Subcontract Agreement. No changes, amendments or modifications of this Subcontract Agreement and the terms or conditions shall be valid or of any effect unless reduced to writing and signed by the parties hereto.

7.2 Insofar as applicable to the Work, Subcontractor agrees to be bound to Contractor by all of the terms and conditions of the Contract and Contract Documents, and any changes or amendments thereof, and to assume toward Contractor all of the obligations and responsibilities that Contractor assumes toward Owner with respect to the Work.

7.3 Subcontractor warrants and represents that it is fully familiar with all provisions of the Contract and Contract Documents, if any, pertaining to the presentation and resolution of disputes and claims or to the termination of the Contract, and any and all such provisions of the Contract and Contract Documents are herein incorporated by reference as though fully set forth. Subcontractor further agrees to cooperate and participate with Contractor, and Contractor agrees to cooperate and participate with Subcontractor, in the presentation and resolution of any claim or dispute pertaining to the Work, and each agrees to be bound by any determination of any such claim or dispute or other disputed question or issue to the extent provided by the Contract and Contract Documents. The timely presentation, cooperation and participation by Subcontractor, and any determination thereof provided in the Contract and Contract Documents, shall be conditions precedent to any suit or action by Subcontractor against Contractor with respect to any such claim or dispute. If any portion of the work is subcontracted by Subcontractor, Subcontractor shall arrange for its sub-subcontractor to be bound by the terms and provisions hereto to the same extent that Subcontractor is bound to Contractor.

7.4 In the event that any dispute shall arise between Subcontractor and Owner or Contractor as to the scope, adequacy, cost or quantity of the Work performed or to be performed, Subcontractor agrees to continue and complete the Work without interruption as directed in writing by Owner, its representative or Contractor.

7.5 In no event shall Subcontractor receive additional compensation for extra work or otherwise unless and until Contractor receives payment of such additional compensation by Owner under the Contract and Contract Documents. Subcontractor acknowledges that it is fully familiar with all notice provisions of the Contract and Contract Documents requiring timely presentation of claim for extra work or otherwise, and that, unless Subcontractor presents such claim in a proper and timely manner, it shall be deemed to have waived same.

7.6 In no event shall Subcontractor be entitled to any additional time for performance of the Work unless and until Contractor receives an extension of the time for performance from the Owner under the Contract and Contract Documents. Subcontractor acknowledges that it is fully familiar with all notice provisions of the Contract and Contract Documents requiring timely request for extension of time, and that, unless Subcontractor presents such request in a proper and timely manner, it shall be deemed to have waived same.

7.7 Any claims by Subcontractor against Contractor, for damage to the Work, for additional compensation, or otherwise, shall be presented to Contractor in writing within thirty (30) days after the occurrence giving rise to such claim, or be deemed to be waived.

7.8 In the event suit, action, arbitration or other formal proceeding is commenced by either party to enforce any term or provision of this Subcontract Agreement, or to recover damages or award for breach thereof, or otherwise, or otherwise arises out of this Subcontract Agreement, the prevailing party shall be entitled to recover from the other party attorneys' fees in such amount as may be found to be reasonable by the court, arbitrators or other forum, both at trial or hearing and upon any appeal or further proceedings thereof.

ARTICLE 8 - Subletting, Assignment and Supply.

8.1 The Work shall be performed by Subcontractor with the assistance of workers under Subcontractor's immediate superintendence, and shall not be sublet, assigned or otherwise delegated, either in whole or in part, except with the prior written consent of Contractor. In any such event, Subcontractor shall assure that all of the terms and conditions of this Subcontract Agreement are binding upon any such sub-subcontractor, assignee or delegee, and are fully complied with.

8.2 Subcontractor shall not assign, transfer or otherwise convey any of the earnings or payments due or to become due under this Subcontract Agreement without the express written consent of Contractor, and any such assignment shall not in any event have priority over any claims for labor, materials or equipment or other obligations incurred by Subcontractor which could be a claim against Contractor's bond or a lien against Contractor's earnings or against the property or improvements of the Project, nor have priority over any claim of Contractor for moneys advanced or for costs or damages incurred or to be incurred for breach of this Subcontract Agreement or other default of Subcontractor.

8.3 Upon execution of this Subcontract Agreement, and in any event prior to any payment becoming due to Subcontractor hereunder, Subcontractor shall furnish to Contractor a written list including the full name, correct address, work or material description and price thereof, of any subcontractor or supplier to Subcontractor for any portion of the Work, and shall notify Contractor promptly of any revisions thereto.

ARTICLE 9 - Payment and Performance Bond.

Subcontractor shall, at its sole expense and prior to the time for commencing performance of the work, post unto Contractor a bond in a penal sum of the full amount of the Price, in form satisfactory to Contractor and in a good and sufficient corporate surety qualified in the state in which the Project is located, assuring Subcontractor's performance of all obligations under this subcontract Agreement and assuring Subcontractor's payment of all due bills for labor, materials and equipment.

ARTICLE 10 - Safety and Utilities.

10.1 Subcontractor will provide, at its own expense, all work lighting, power sources, water, utilities, dump boxes and other facilities necessary for the clean, safe and proper performance of the work.

10.2 Subcontractor shall perform the Work in a safe and workmanlike manner, and shall at all times keep the site of the work and the Project in a safe and orderly condition.

10.3 Without limitation, Subcontractor specifically agrees fully to comply with all provisions, regulations and requirements of any federal, state or local statute or regulation concerning occupational safety and health, and with any rules and regulations promulgated pursuant thereto. Subcontractor agrees to indemnify and hold Contractor harmless from any and all liability, fine, cost, expense or damage, including attorneys' fees, incurred by Contractor arising out of any failure or allegation of failure of Subcontractor so to do.

10.4 To the extent required or appropriate, Subcontractor shall provide, erect and maintain such warning signs, signals, lights, barricades, fences, shoring, cribbing and other devices on or about the work or the Project as may be necessary for the protection of the work or the safety of workers or the public.

Subcontractor shall comply with all directives and directions of the Owner and its representatives in regard thereto, and with all requirements of the Contract and Contract Documents. Subcontractor shall, if necessary or appropriate to the Work, provide all labor, equipment, materials and supplies necessary for the control of traffic for the performance of the work, without cost to Contractor.

ARTICLE 11 - Labor.

11.1 Contractor and Subcontractor are equal opportunity employers. Subcontractor will comply with all federal, state and local laws and regulations concerning equal employment opportunity and non-discriminatory hiring policies. Subcontractor will comply with all requirements of the Contract and Contract Documents concerning affirmative action in hiring policies and subcontracting and procurement.

11.2 Contractor may be signatory to certain labor agreements and contracts. Subcontractor agrees to accept and be subject to all of the terms and conditions thereof applicable to the Work, including but not limited to commitments of Contractor concerning the settlement of jurisdictional disputes. Subcontractor shall indemnify and hold Contractor harmless from any failure or allegation of failure of Subcontractor so to do.

11.3 Subcontractor represents and warrants that it is familiar with all of the terms and conditions of the Contract and Contract Documents and of federal, state and local law or regulation concerning hours and wages, and Subcontractor agrees to adhere thereto. Subcontractor shall indemnify and hold contractor harmless from any failure or alleged failure of Subcontractor so to do.

ARTICLE 12 - Patents.

Subcontractor shall hold and save Contractor harmless from claim or liablity of any nature or kind for or on account of the use of any patented or unpatented invention, article, appliance or process furnished or used in, or in connection with, the performance of the Work.

ARTICLE 13 - Termination.

13.1 If Subcontractor shall fail timely to commence or to complete the work, or shall fail to prosecute the Work continuously with sufficient workers or equipment to insure its timely completion, or shall fail to perform the Work according to the provisions of the Contract and Contract Documents, or shall become insolvent or the subject of a petition in bankruptcy or assignment for the benefit of creditors, or shall for any other cause or reason shall be in breach of any term or obligation of this Subcontract Agreement, then Contractor may elect to give notice in writing of such default, specifying the same, and if Subcontractor, within a period of seventy-two (72) hours after such notice, shall not take such steps as may be necessary to cure such default, then Contractor shall have full power and authority, without process of law, without notice to Subcontractor's surety and without terminating or violating this Subcontract Agreement, to take the performance of the Work out of the hands of Subcontractor and complete the Work with Contractor's own forces, or contract with other parties for its completion, or use such other measures as in Contractor's opinion are necessary for its completion including the use of the equipment, plant, materials and other property of the Subcontractor at the Project. Neither by taking over the Work nor by its completion in accordance with the terms of this provision shall the Contractor forfeit its right to recover damages from Subcontractor or from Subcontractor's surety for failure to complete or for delay in such completion. Should the expense incurred by Contractor in taking over and completing the work, including but not limited to Contractor's cost of overhead and administration and a reasonable profit, be less than the Price that would have become payable under this Subcontract Agreement if the Work had been completed by Subcontractor, then the Subcontractor shall be entitled to the difference, and should such expense exceed the Price, then Subcontractor and Subcontractor's surety shall be liable to Contractor for the amount of such excess. Upon the taking over of the Work by Contractor as herein provided, no further payment will be made to the Subcontractor until the Work is completed, and any moneys due or that may become due Subcontractor under this Subcontract Agreement will be withheld and may be applied by Contractor to payments for labor, materials, supplies and equipment used in the performance of the Work, and/or for the payment of rental charges on equipment used therein, or to the payment of any excess cost to Contractor of completing the work. The election by Contractor to take over the work shall be in addition to any and all other remedies of contractor at law or in equity, and Contractor does reserve unto itself all other remedies at law or in equity upon default or breach of this Subcontract Agreement.

13.2 Contractor reserves the right, in its sole and exclusive discretion, with or without cause, to terminate this Subcontract Agreement, as to all or any part of the work, for Contractor's convenience at any time prior to completion of the work, by written notice effective upon Subcontractor's receipt of notice or such later time as such notice may provide. In such event, Subcontractor shall cease performance of the Work at the time provided, shall secure and protect any portion of the work then performed and all materials and equipment theretofore furnished, and shall promptly notify all its subcontractors and suppliers to the same effect. Subcontractor, for itself and for all of its subcontractors and suppliers, shall thereafter present to Contractor a termination inventory in writing describing the nature, quantity, cost and location of all materials and equipment theretofore furnished or ordered for the Work, and shall, at Contractor's option, assign to Contractor such subcontracts and purchase orders as Contractor may direct. Subcontractor shall take such actions as Contractor may direct or as may be reasonable to terminate, cancel, assign, assemble, return, sell or otherwise account for the termination inventory, and shall thereafter account to Contractor for all costs of labor, materials, equipment and overhead incurred by subcontractor pursuant to this Subcontract Agreement, and all credits realized upon termination. Such accounting shall be supported by such documentation, and shall be subject to such verification, as Contractor shall reasonably require. Contractor shall thereupon pay to Subcontractor the amount of Subcontractor's net costs incurred together with an allowance of ten per cent (10%) as general overhead and profit, but in no event more than the Price, less such amount as Subcontractor may have previously received as partial payment upon the Price.

ARTICLE 14 - MISCELLANEOUS.

14.1 This Subcontract Agreement shall bind the successors, assigns and personal representatives of the parties hereto.

14.2 If any provision of this Subcontract Agreement shall be determined to be invalid or unenforceable or otherwise inoperative, such provision shall continue in effect to the extent permitted, and all remaining provisions of this Subcontract Agreement shall remain in full force and effect.

14.3 A waiver by either party of any breach or violation of the other shall not constitute a waiver of any further or additional breach of like kind.

14.4 Captions in this Subcontract Agreement are for convenience only, and shall not limit the terms and provisions hereof. Subcontractor may be a corporation or other entity or one or more natural persons of either gender, and all pronouns and other grammatical changes in the terms and provisions of this Subcontract Agreement shall be made and assumed.

14.5 Notices shall be given to either party at the address hereinabove set forth or at such other address as a party may designate by written notice to the other party. Notices shall be deemed given when actually delivered to such address, except that notices sent by United States certified mail, correctly addressed and postage prepaid, shall be deemed given when deposited.

ARTICLE 15 - Required Provisions.

15.1 The following provisions required by the Contract or Contract Documents or by law are attached hereto and by this reference incorporated herein:

ARTICLE 16 - Additional Provisions.

IN WITNESS WHEREOF, the parties have executed this Subcontract Agreement the date and year first above written, and have warranted their authority so to do.

DAVISON DOZING & CONSTRUCTION, INC.,
"Contractor"

By
Title: Pres

R.M. Hutchinson
"Subcontractor"

R.M.H
~~By~~ FOR COLUMBIA WESTERN CO.
Title: OWNER

jc

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	1. FEDERAL-AID PROJECT NO. I-82-1(7)004 2. STATE PROJECT NO. See Below

3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 00125	2A. COUNTY NAME Umatilla

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 19, 1985	8. FEDERAL ROUTE NUMBER Interstate 82	9. STATE ROUTE NUMBER 70

10. GENERAL LOCATION:

Power Line Road - Bridge Road Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Cartwright's letter of 10/27/86 we approve the corrected authorization effective date of 11/19/85 for the 1240 dated 6/4/86.

RECEIVED
STATE HWY ENGR
DEC 19'86
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
12/22

14. DATE 12/17/86	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

December 5, 1986

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

CON 5
10001

RE: Time Extension Request
Powerline Road-Bridge Road
Contract No. 10001
FAP No. I-82-1(7)004

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested that the contract time be extended to November 1, 1986, due to the additional seeding and mulching work required and due to our instructions to perform this work in October.

A suspension of work order was issued stopping contract time count upon completion of all work except seeding and mulching. This order was rescinded and time count resumed on September 30, 1986, when seeding and mulching work began. Second Notice was issued and time count on the project was stopped on October 6, 1986.

The seven (7) calendar days of contract time charged during the seeding and mulching work will be returned to you. A contract time adjustment of an additional seven (7) calendar days is granted. The adjusted contract time of completion for this project is 507 calendar days. There remains 20 calendar days of liquidated dames under this contract.

W. E. Schwartz
Assistant State Highway Engineer

WES:OBJ:kjm

bc: C. O. Fredrickson
R. D. Hector w/attach.
Mike Gardner w/attach.
FHWA w/attach.
Bruce Walton w/attach.

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. Jackmond
Contract Administration Engineer

DATE: September 23, 1986

SUBJECT: Time Extension Request
Powerline Rd. - Bridge Rd. Sec.
Contract No. 10001
Umatilla County

Enclosed is a request by the contractor for an extension of contract time. The only reason given is an increase in the amount of seeding work and an anticipated delay in its application.

The contractor is presently completing the finishing of roadbed and slopes. We anticipate the contractor will complete all contract work other than the seeding this week. At that time a suspension of work order will be written which will suspend time charges until the seeding work commences.

The project manager advises that the additional seeding work will require approximately two workdays. I recommend we grant a three calendar day extension of contract time to provide for this added work.

Warren
Warren Richards
Region Construction Engineer

WR/lm

enc.

cc: Mike Gardner

12-4-86

W. E. Schwartz -

I concur with Region and Project Mgr, except that the delayed and added seed & mulch work took 7 C.D. to perform. A 7 C.D. time extension is therefore recommended.

O. B. Jackmond

CE ___ CAE ___ **RECEIVED** SPC ___ TC ___
COE ___ OM ___
OE ___ SEP 23 1986
CA ___
CAM ___
EEO ___ SECTION ___ FILE ___

81-125-1367

CL 1986-0332

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 13 1986
BARBARA ROBERTS
SECRETARY OF STATE

November 12, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #10,001

Ross Machine & Iron Works, Inc.
1585 N. 1st Street
Hermiston, OR 97383

Attention: Juanita Ross
Secretary-Treasurer

We have received your letter dated October 23, 1986, filing a claim against the following Highway Division contract:

FILED BY :	Ross Machine & Iron Works, Inc.
AMOUNT:	$2,057.12
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Company of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been settled.

Fran Neavoll
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

RECEIVED
NOV 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED ON CARD
11-14-86

[illegible]

Ross Machine & Iron Works, Inc.
HERMISTON, OREGON 97838
PHONE (503) 567-8334
1585 N. 1ST STREET

October 23, 1986

Fran Neavoll
Department of Transportation
121 Transportation Bldg.
Salem, OR 97310

Re: Ross Bros. Construction
Bond # 4370277
Project: OR DOT#10001
Power Line Road Bridge
Umatilla County

On November 26, 1985, Ross Machine & Iron Works, Inc. filed a claim in the amount of $2,057.12 with Safeco Insurance Company on the above mentioned bond.

This was for work performed and materials supplied by us for this job.

Please be advised that as of this date, we have not been paid, and wish to go on record with the Department of Transportation that this claim has been filed and is not been settled. Anything that you are able to do to help insure us that we will be paid would certainly be appreciated.

Respectfully submitted,

Juanita Ross

Juanita Ross,
Secretary-Treasurer

jr

RECEIVED
NOV - 3 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
OCT 28 '86
In Reply, Refer to
File No.:
REFER TO

October 27, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Revised Federal Participation
Eligibility Date
Irrigation Pump Electric Service Relocation
Umatilla Electric Cooperative Association
Power Line Road-Bridge Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(7)004

E. S. HUNTER

Reference is made to my letter of April 1, 1986 which requested confirmation of verbal authorization for Umatilla Electric Cooperative Association (UECA) to proceed with the relocation of electric service to an irrigation pump in conflict with the construction of the subject project. The date requested and approved was March 31, 1986. Reference is also made to Mr. Gary A. Potter's letter of May 27, 1986 which transmitted the estimate and sketch for the relocation of the irrigation pump electric service and to your PR-1240 dated June 4, 1986 which approved federal participation in the relocation cost. Copies of referenced letters are enclosed.

Due to a misunderstanding and lack of communication between UECA and the Region Utility Specialist the federal participation eligibility date requested and approved was in error and after the relocation work had actually been completed.

UECA Association had originally submitted their estimate of cost on November 18, 1985. UECA's letter of November 18, 1985 stated that their crews had staked the relocation work on November 6, 1985. Submission of UECA's estimate of cost was held by Region pending receipt of a breakdown of materials cost which contributed to the confusion as to when the work actually started.

Form 734-3122

UECA did accomplish the relocation work in a timely manner, which permitted highway construction without any delay. A revised federal participation eligibility date of November 19, 1985 is requested.

JMC:jr
Enc.

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
R. D. Hector
Mike Gardner
Randy Kobernik

CL 1986-0316

10,001

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 28 1986
BARBARA ROBERTS
SECRETARY OF STATE

October 24, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - 10,001

Wildhorse Contracting
116 South Main
Pendleton, OR 97801

Attention: Morris O. McCormmach

We received in today's mail your letter dated October 1, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Wildhorse Contracting
AMOUNT:	$17,550.63
FOR:	Labor and material
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been settled.

George Bell
Assistant Director

RECEIVED
OCT 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

Wildhorse Contracting
116 South Main
Pendleton, OR 97801
(503) 276-4391

October 1, 1986

Oregon State Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97303

RE: OSHD Contract Number 1001

Dear Sir,

This company furnished equipment and labor on this project for which we have not been paid. This work was completed on July 11, 1986.

Therefore we make claim in the amount of $17,550.63 against proceeds due Ross Bros. Construction. A like claim is made against their surety on this project. Computations in arriving at this amount are as follows:

Base Rock and Shoulder Aggregates	
20,362.46 tons @ $1.30	$26,471.20
Water	
1139.2 Mgals @ $3.00	$3,417.60
Equipment Rentals	
15 hours Cat 966C loader @ $75.00	$1,125.00
35 hours Dump Truck @ $50.00	$1,750.00
3 hours Dump and Pup @ $65.00	$ 195.00
TOTAL	$32,958.80
LESS RECEIVED	15,408.17
AMOUNT CLAIMED	$17,550.63

Thank You,

Morris O. McCormmach

cc: Ross Bros. Construction
Safeco Insurance Co.

RECEIVED
OCT 24 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,001

October 7, 1986

COM 5 - 10,001

Umatilla Ready-Mix, Inc.
P. O. Box 257
Hermiston, OR 97838

Attention: Bud Englert
General Manager

Thank you for your letter of September 22, 1986, informing us that Ross Bros. Construction, Inc., has paid $7,000 in connection with a claim filed.

This claim was filed against Contract No. 10,001 for work on the Power Line Road-Bridge Road Section of the McNary Highway in Umatilla County.

You state there is a balance of $6,465.32, including August charges, still owing on this claim, as well as the claim against Alpine Concrete in the amount of $1,607.08 has not been paid.

Please let us know when the balance has been paid.

George Bell
Assistant Director

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Sec. of State: Filed 8-11-86; CL1986-0268

bbc: Constrn.

FKN:azm

NOTED ON CARD
10-7-86
azm

10,001

September 4, 1986

CON 5 - 10,001

Umatilla Ready-Mix, Inc.
P. O. Box 257
Hermiston, OR 97838

Attention: Bud Englert
General Manager

Thank you for your letter of August 15, 1986, advising us that Ross Bros. Construction, Inc., has paid $3,507.63 on their account.

You state this is in reference to their Contract No. 10,001 for work on Power Line Road-Bridge Road Section of the McNary Highway in Umatilla County.

This information will be noted in our records, and we will advise the surety and the contractor. Please let us know when the remaining balance of $13,266.33 has been paid and when Alpine Concrete's claim of $1,607.08 has been settled.

George Bell
Assistant Director

FKN:slp

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State: Filed 8-11-86; CL 1986-0268

bbc: Bryant Jackmond

NOTED ON CARD
9-4-86 . slp

UMATILLA READY-MIX, INC.

P. O. BOX 257
HERMISTON, OREGON 97838

PLANTS LOCATED AT
HERMISTON (503) 567-6173
BOARDMAN (503) 481-9382
HEPPNER (503) 676-9406

CONCRETE ACCESSORIES
CONCRETE AGGREGRATE
PRECAST CONCRETE
REINFORCING STEEL
SAND

August 15, 1986

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: CON 5 - 10,001

Attention: George Bell
Assistant Director

Please be advised Ross Bros. Construction, Inc. paid $3,507.63 on their account this date. They have a balance of $13,266.33 still owing on this project.

Also note, we have not been paid for Alpine Concrete bill in the amount of $1,607.08 on same project.

We are enclosing copies of our initial claims for your reference.

UMATILLA READY-MIX, INC.

Bud Englert
General Manager

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, Oregon 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, Oregon 97034

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 22

TO: Michael J. Gardner
Project Manager

DATE: August 29, 1986

ORIGINAL SIGNED BY
T. W. LITCHFIELD

FROM: T. W. Litchfield
Specifications Engineer

SUBJECT: Seeding and Mulching
Powerline Road-Bridge Road Section
McNary Highway
Umatilla County
Contract 10001

RDE
GTE
PDS
BPM
RECEIVED
SECTION
LPC
Return To

Our office has questioned Merle Anderson concerning his wish not to use the mulch material from Jacklin Organic Mulch, which the subcontractor, Suma Pacific, has offered to supply for this project.

Mr. Anderson based his decision to reject the use of Jacklin Organic Mulch on an independent "Agronomy Progress Report" from the University of California, Davis, a copy of which is attached, and the fact that the material has not performed well on other OSHD projects. Highlighted for your information are the results on both Jacklin Organic Mulch and Grass Mulch Oregon.

In reviewing subsection 781.04(b) of the Standard Specifications, we find that Jacklin Organic Mulch may minimally meet the specification, and it may be desirable to test a sample in the Lab before allowing its use on this project. Merle says this material has no fibre length and will not form a good erosion control mat. With that in mind, I asked him to provide us with information to strengthen our specifications for future projects.

TWL:JCV:ja

Attachment

cc Merle Anderson w/attach.
C. O. Fredrickson "
R. D. Hector "

STATE OF OREGON **INTEROFFICE MEMO**

RECEIVED
AUG 27 1986
ROAD DESIGN
SECTION

RDE
[illegible]
SE 4
LE
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GTR
PDE
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PPM

LA
[illegible]
RWD
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OFFICE
Copy All
Return To

August 25, 1986

TO: Ted Litchfield
Specification Engineer

Michael J. Gardner

FROM: Michael J. Gardner, Project Manager
Hermiston Crew #02-8067

Subject: Powerline - Bridge Road Section
Contract 10001
Umatilla County

Attached is request from Suma Pacific, Ross Bros. subcontractor for the seeding and mulching on subject project., to use Jacklin Organic Mulch in their seeding, fertilizing, and mulching operation. We contacted Merle Anderson in landscape about the use of this material. He recommended it not be used. Suma Pacific has taken exception to this, stating that the material meets our specifications and is very similar to the Grass Straw Cellulose manufactured by Grass Fiber Inc. of Junction City, Oregon. We have been unable to come up with a satisfactory answer for not using the material in our review of the specifications. We feel your review of the brochure and a written response concerning the use of this product is needed at this point. Your assistance in this matter will be greatly appreciated.

P.S. The contractor gave us a reference for this material:
Rhoda Beckman
U.S.F.S. Mount St. Helens
Phone: 206-247-5473

cc: Region
Construction
Merle Anderson
File

SUMA PACIFIC

August 15, 1986

Oregon Deptartment of Transportation
P.O. Box 831
Hermiston, OR 97838

Mike,

We submit the following for approval, Jacklin Organic Mulch, a grass straw cellulose fiber.

Confirming to Oregon Department of Transportation Standard Specifications for Highway Construction 781.04 (B), for Power Line Rd.-Bridge Rd. project.

Submittal Enclosed:

Technical Brochure No. 202

Jacklin Seed Co.
W. 5300 Jacklin Ave.
Post Falls, ID 83854
1-800-635-8726
ATTN: Grant Jurgensen

Sincerely,

Claudia J Zachreson

Claudia J. Zachreson
Office Manager

PROJECT MANAGER
RECEIVED
AUG 18 1986
REFER TO:
FOR: INFO____ FILE
ACTION____ DATE

P.O. Box 1251 ◆ Grants Pass, Oregon 97526 ◆ (503) 479-1461

UNIVERSITY OF CALIFORNIA, DAVIS
AGRONOMY PROGRESS REPORT
Agricultural Experiment Station
Cooperative Extension

No. 98

April 1979

HYDROMULCHING FIBERS - WHAT'S NEW?[1]

Burgess L. Kay[2]

Hydromulch products of good quality can be made from recycled paper--that's what's new! The standard in the hydromulching industry has long been virgin wood fibers of alder, aspen, and hemlock, which have good stability and water holding capacity. Tests have shown that corrugated paper (Kraft) will also make a satisfactory mulch. Recycled paper has acquired a bad name, however, largely because of the very poor quality of paper products marketed in California under the names Tinex and Necco Fiber (no longer available). Also unsatisfactory in earlier tests were ground barley straw, washed dairy waste, rice hulls, and alfalfa pellets.

Last year, I reported on tests showing that a satisfactory mulch can be made from grass or cereal straw by defibrating. The presteamed chopped straw is passed through close-tolerance discs and dried. A commercial product is now being marketed. I suggest that it could be improved by more complete defibrating and drying.

The tests reported here were conducted on both commercial and experimental products for water-holding capacity (WHC) and stability (Table 1). WHC was tested by the methods of both the U.S. Forest Service and the California Department of Transportation, which give the weight ratio of water to dry mulch (Table 1). Both are arbitrary laboratory tests involving much less aggitation and soaking time than field use and may or may not relate to the WHC under field conditions. Stability was measured by applying the mulches at the rate of 2,500 lb/acre to soil surfaces with a small hydromulcher, inclining the surfaces at 45° after drying thoroughly; and subjecting them to artificial rainfall of 6 inches/hr with 3 mm drops. The samples used in this test may or may not be representative of the day-to-day production of the product; they are single samples as submitted by the company.

---

[1] Adapted from "Proceedings of the International Erosion Control Conference X", Seattle, WA. March 1979.

[2] Wildlands Seeding Specialist, Department of Agronomy and Range Science, University of California, Davis 95616.

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Issued in furtherance of Cooperative Extension work, Acts of May 8 and June 30, 1914, in cooperation with the United States Department of Agriculture, James B. Kendrick, Jr., Director, Cooperative Extension, University of California.

Paper can be used to manufacture an excellent hydromulch. Particularly effective are products containing newsprint, either alone or in combination with other fibers (Figure 1). The stability of virgin wood fiber or corrugated paper fiber is improved if combined with equal parts of newsprint fiber. All form a papier-mache type of surface when dried.

The grade of paper used appears to be critical. Newsprint can be very good. The material received from Cal-Fiber was made of newsprint from which had been removed other grades of "slick" paper (such as the "sunday supplement", magazines and advertisements). Slick papers contain clays, which appear to harm both WHC and stability. An example of mulch made from magazines is Spra-Mulch (not to be confused with a product by the same name in the West which is made of virgin wood fiber). Magazines result in a product of low WHC, high ash content, and very poor stability. The ash content of Spra-Mulch was 23.6% which exceeds the USFS limit of 7%. Some paper products may have performed poorly in the past because little or no attention was given to paper quality.

WHC of paper mulches is determined in part by the particle size of the paper product (screen size used in the hammermilling process which is used to grind the paper) if measured by the arbitrary tests cited in Table 1. The large sizes would probably show increased WHC if aggitated longer. The WHC of newsprint and corrugated paper ground with various screen sizes is shown in Table 2.

Table 2. Effect of hammermill screen size on WHC of fiber products made from newsprint or corrugated paper. WHC was measured by the USFS method.

Screen size-inches	Water-holding capacity Newsprint	Corrugated
5/16	16.4	—
3/8	12.7	—
7/16	11.4	15.1
3/4	6.8	7.6
2.0	5.3	3.7

Stability and WHC appear to be correlated. Products with stability ratings of good or excellent all have high WHC (above 12—average of two methods), while products with poor or very poor stability have the lowest WHC. US Forest Service specifications for Region Two require a WHC of not less than 9 to 1 which would eliminate some, but not all of the products that rated fair to very poor in this test. An exception is an experimental mulch made from paper cups which had a low WHC because of the wax, but good stability. The wax cups may have been more thoroughly wetted after passing through the hydromulcher. Necco fiber was not eliminated by the 9 to 1 specification.

Drying after application is important to obtaining maximum stability of all mulches. None are very stable immediately after application. In the wet condition paper is about as effective as wood. Paper, wet or dry, appears to allow more water to enter the soil (better infiltration), while wood fiber sheds a portion of the water.

Table 1. Results of tests with hydromulch products.

			Water-holding capacity (WHC)			
Commercial name	Raw material	% moisture[1]	Cal-Trans[2]	USFS[3]	Stability[4]	Comments
1. Conwed hydromulch - Minnesota	Virgin aspen wood fiber	--	14.7	13.9	Good	Long-time standard in the industry.
2. Conwed hydromulch 2000 Minnesota	Virgin aspen with organic tackifier	--	14.2	—	Good	Pumps easier. No improvement in stability or WHC.
3. Silva-Fiber - Washington	Virgin alder wood fiber	15.6	14.7	15.4	Good	Long-time standard in the industry.
4. Grass Mulch Oregon	Defibrated ryegrass straw	23.0	10.0	6.2	Fair	High moisture. Not all defibrated. WHC low.
6. Jacklin Mulch - Washington	Grass seed screening		4.5		Very poor	WHC low, no fiber.
7. Fibron - Oregon	Chipstock cardboard	7.4	14.5	13.7	Good	No longer available.
8. Agrifiber - California	Corrugated paper	7.1	15.8	17.1	Good	High WHC
9. Cal-Fiber - California	Selected newsprint	12.4	14.6	13.5	Excellent	
10. Cal-fiber - California	Selected newsprint	5.4	13.5	11.8	Excellent	
11. Astromulch - California	50:50 newsprint and corrugated	8.8	13.9	10.8	Excellent	
12. Fibercel - Texas	Unknown	17.7	10.2	9.6	Poor	Moisture high and WHC marginal.
13. Necco - California	Waste paper	7.6	11.6	9.8	Very poor	No longer available.
14. Tinex - California	Waste paper	20-70	7.7	—	Very poor	No longer available.
15. Spra-Mulch - Illinois	Magazines	7.4	7.7	4.0	Very poor	WHC low, ash high.
16. Verdyol - Switzerland	Raw cotton and cellulose pulp	--	11.1	7.6	Fair-good	WHC below USFS specifications.
17. Experimental	50/50 news & Silva-Fiber	14.0	14.9	15.4	Excellent	
18. Experimental	50/50 corrug & Silva-Fbr.	11.4	16.5	17.8	Good	

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[1] Moisture was determined by oven-drying. If sample was small or a long time in storage, no value is given.

[2] Water-holding capacity for hydromulch. 1976. Thomas Hoover. Calif. DOT ICA-DOT-7L-2167-1-76-36.

[3] Method for determining water holding capacity of hydromulch. 1976. Vance C. Setterholm. U.S.F.S., Region Two.

[4] Observed on decomposed granite surface inclined at 1:1 and subjected to the impact of 3-mm water drops at 6 in/hr.

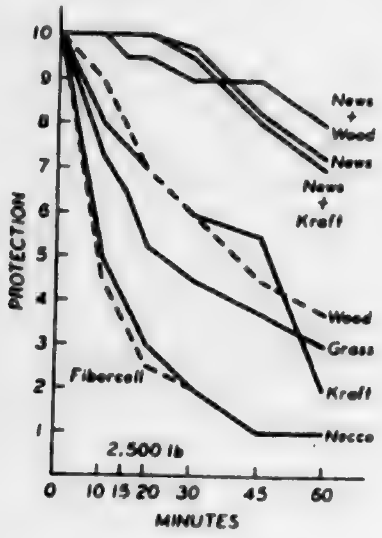


Figure 1. Effect of simulated rainfall on surface protection of hydraulic mulches applied at 2,500 lb/acre. Newsprint alone or in combination with wood or kraft fibers gives the best protection.

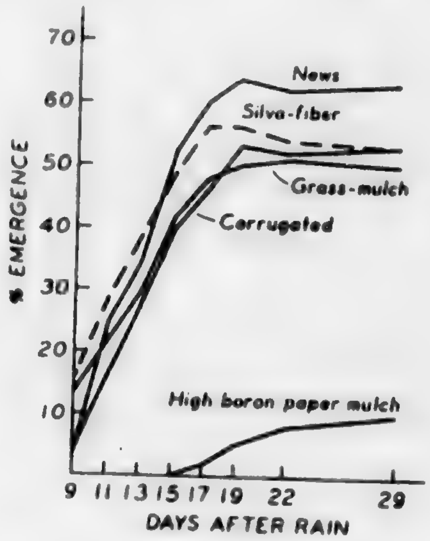


Figure 2. Percent emergence of Blando brome under natural rainfall conditions. Mulches applied at 2,000 lb/acre over top of seed. Emergence is similar with all products except one containing boron at 6,000 ppm.

To simplify information, trade names of products have been used. No endorsement of named products is intended, nor is criticism implied of similar products which are not mentioned.

A potential problem with hydromulches is the threat of boron contamination. Some manufacturers of these mulches (wood and paper) also market insulation products, which are made in a like manner but with fire-retardant materials added. Commonly used for this purpose is boric acid or borate, which not only are fire retardants but also are very effective soil sterilants and must therefore be excluded from mulching products. This is a problem in manufacturing, and is not inherent in the paper or wood used as raw materials. Figure 2 shows the problem encountered with the emergence of the annual grass blando brome (Bromus mollis) with a sample of 50-50 news/ corrugated mix containing 6,000 ppm boron[3/] compared with other mulches that show no germination or growth problems. The company now recognizes the problem and thoroughly cleans the grinding machinery before manufacturing mulch.

Other problems with paper mulches that the industry must address may be equally easy to overcome. We are spoiled by the excellent packaging, wettability, and dye of wood fibers. Some paper products, being insufficiently compressed, result in excessive bag handling (25-30 lb instead of 50). Some do not contain a dye, while at least one offers the option of a dye or a lower price without a dye. Some paper products tend to wet more slowly than wood, but should not be a problem if added to a machine half full of water or while filling as suggested by most machine manufacturers. Other paper products have added a wetting agent to speed wetting.

A problem we have yet to solve is how to write specifications which will exclude products of the poor quality experienced in the past. The best specifications so far are those of Region Two of the U.S. Forest Service which in part require the use of No. 1 mixed paper or corrugated, maximum moisture of 15%, WHC 9 to 1 or greater, and inorganic or ash content less than 7%.

[3/] Boron determinations were made as described in the Determination of Boron with Carmine by John T. Hatcher and L. V. Wilcox which appears in Methods of Analysis for Soil, Plants, and Water; Homer D. Chapman and Parker F. Pratt; Univ. of Calif. Division of Agricultural Sciences, Aug. 1961. Decolorizing carbon was used to remove the ink or dye before making the determination.

Burgess L. Kay
Department of Agronomy and Range Science
University of California
Davis, CA 95616

THIRD CLASS

681.33 Mulching - The Contractor may elect to use either cellulose fiber mulch as specified in subsection 781.04(b) or grass straw mulch as specified in subsection 781.04(c) of the Standard Specifications. Grass straw mulch material shall be retained in place by an approved mulch binding agent or other approved methods.

The mulch binding agent shall be one of the following types or approved equal, applied at the rate indicated or in accordance with the manufacturer's recommended rate. The method and rate of application will be subject to approval.

*1. Synthetic Polymer Binder; "Dow XFS 4163-L"
Rate: 40 Gal. Binder with 360 Gal. Water per Acre.

2. Terra Tack AR
Rate: 120 Lb. Binder with 240 Gal. Water per Acre.

3. Grass Straw Cellulose, "Grass Mulch" as manufactured by Grass Fiber Inc., 520 E. 2nd St., Junction City, Oregon 97448
Rate: 750 Lb. per Acre.

4. Wood Cellulose
Rate: 750 Lb. per Acre.

*5. Organic Polymer Binder; "J-Tack".
Rate: Slopes 2:1 or less, 40 Lbs. Binder per Acre.
Slopes greater than 2:1, 80 Lbs. Binder per acre.

*Wood Cellulose, colored green, shall be added to the tack at the rate of 150 Lbs. per Acre, after the tack has been mixed.

681.91 Payment - If the Contractor elects to use grass straw mulch, no separate payment will be made for the mulch binding agent.

Add the following pay item:

Pay Item	Unit of Measurement
Seeding and Fertilizing Gravel Blanket	Acre

Soil conditioners shall be one of the following:

(a) Spent mushroom growing compost.

(b) Processed and composted unit plant residue (mint manure).

(c) Peat moss as described in subsection 781.04.

(d) Well-rotted pea vines.

(e) A fully-composted nitrogen-fortified forest humus product (Soil-Aid) as manufactured by Boise Cascade Corp.

(f) Other material as called for in the special provisions.

781.03 Soil Amendments:

(a) Lime - This shall be either dolomite lime or a ground lime which contains at least 50% total oxides (calcium oxide plus magnesium oxide). Ground lime shall be fine enough so that 50% will pass a 100-mesh sieve, and at least 98% will pass a 20-mesh sieve.

781.04 Mulch Materials:

(a) General - All mulch materials shall be free of noxious weed seeds and plants and shall contain no substance detrimental to plant life. Mulch materials shall be indicated on the plans or in the special provisions and shall be approved by the Engineer.

(b) Wood or grass straw cellulose fibre - This mulch shall be processed so that the wood or straw fibers will remain uniformly suspended under agitation in water. The mulch shall also blend with seed, fertilizer and other typical additives of a hydroseeding mixture to form a homogeneous slurry.

The processed mulch shall have the ability to cover and hold grass seed in contact with soil. The wood or grass straw fiber shall also have moisture-absorption and percolation properties to form a blotter-like ground cover. The cellulose fiber shall be colored green to visibly aid uniform application.

Wood or grass straw cellulose fiber shall be shipped in packages of uniform weight (±5%) and labeled with the manufacturer's name and air-dry weight.

(c) Grass straw - Straw mulch for non-hydroseeding applications shall be grass straw from bentgrass, bluegrass, fescue or ryegrass, singly or in combination. The straw shall not be moldy, caked, decayed or of otherwise low quality. The use of a straw binder or tackifier may be required by the special provisions.

(d) Peat moss - Peat moss shall be horticultural grade natural peat moss in air-dry condition and free from woody substances. Peat moss shall be furnished in bales or bags which are labeled for contents and volume.

(e) Sawdust - Sawdust shall be free of chips, splinters, and strips.

10,001 CL 1986-0 8

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:
CON 5 - 10,001

August 7, 1986

Umatilla Ready-Mix, Inc.
P. O. Box 257
Hermiston, OR 97838

Attention: Bud Englert
General Manager

FILED
AUG 11 1986
BARBARA ROBERTS
SECRETARY OF STATE

We have received your letter of August 4, 1986, filing a claim against the following Highway Division contract:

FILED BY: Umatilla Ready-Mix, Inc.

AMOUNT: $16,773.96

AGAINST (PRIME CONTRACTOR): Ross Bros. Construction, Inc.

CONTRACT NO.: 10,001

PROJECT: Power Line Rd.-Bridge Rd. Section, McNary Highway, Umatilla County

SURETY: Safeco Insurance Company of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

RECEIVED
AUG 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
8-15-86cc

[illegible]

UMATILLA READY-MIX, INC.

P. O. BOX 257
HERMISTON, OREGON 97838

PLANTS LOCATED AT

HERMISTON	BOARDMAN	HEPPNER
(503) 567-6173	(503) 481-9382	(503) 676-9406

CONCRETE ACCESSORIES
CONCRETE AGGREGRATE
PRECAST CONCRETE
REINFORCING STEEL
SAND

August 4, 1986

State of Oregon
Department of Transportation
Commission Services
State Highway Building
Salem, Oregon 97303

Re: O.S.H.D. Contract #10,001
Non-payment

Gentlemen:

This is to give notice of filing claim on Ross Bros. Construction, Inc. on the above referenced project.

At the writing of this letter, we have all charges since April, in the amount of $16,773.96 coming to us and demand payment in full.

UMATILLA READY-MIX, INC.

Bud Englert

Bud Englert
General Manager

c.c. Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, Oregon 97034

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

jc N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(7)004

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umati

RECEIVED
STATE HWY ENGR
AUG 1 '86
REFER TO
Potter
FOR
Info Invest R/D

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE July 3, 1986

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Power Line Road - Bridge Road Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 7/9/86 this will confirm the advance approval date of 7/3/86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the electric service to Lamb-Weston's irrigation pump on an actual cost basis estimated to be $1,715; Federal Funds $1,582.

The Agreement with the Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 7/29/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 9, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. B. HUNTER

SUBJECT: Electric Power Service Relocation
Umatilla Electric Cooperative Association
Lamb-Weston Irrigation Pump
(Station "NB" 745+20)
Power Line Road-Bridge Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(7)114

Here is a copy of an estimate of cost to adjust Umatilla Electric Cooperative Association's (UECA) electric service to Lamb-Weston's irrigation pump dated June 13, 1986 and a sketch showing their proposed relocation.

A certification prepared by Tom Carman as to UECA's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore UECA was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service facilities.

RECEIVED
STATE HWY ENGR
JUL 11 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

There will be no betterment derived from the proposed adjustment of the UECA's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of July 3, 1986 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $1,715.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Randi Kobernik

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

July 3, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Electric Power Service Relocation
Umatilla Electric Cooperative Association
Lamb-Weston Irrigation Pump (Station "NB" 475+20)
Power Line Road-Bridge Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(7)114

RECEIVED
STATE HWY ENGR
JUL 9 '86
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
E. S. HUNTER

Confirmation of your verbal authorization for Umatilla Electric Cooperative Association (UECA) to proceed with the relocation of their electric power service to the Lamb-Weston irrigation pump which is in conflict with this project as of July 3, 1986 is requested. An estimate of cost has been received from UECA in the amount of $1,768. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
July 3, 1986 is approved

David B Carter
David B. Carter, Area Engineer

JUL 08 1986

JMC:jr

cc: E. S. Hunter ✓
D. L. Trout
Pete Gonzalez
Robert D. Hector
Mike Gardner

Form 734-3122

1985 Power Line Rd.-Br. Rd. Sec.10,001
McNary Hwy. (I-82) S. Umatilla.
(Grading, paving & structure) #1

C&A 8499 - 8/29/85

10,001 CL 1986-0241

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 24, 1986

In Reply Refer To
File No.:
CON 5 - 10,001

FILED
JUN 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

Umatilla Ready-Mix, Inc.
P. O. Box 257
Hermiston, OR 97838

Attention: Bud Englert
General Manager

This will acknowledge your letter of June 4, 1986, with invoices, filing a claim against the following Highway Division contract:

FILED BY:	Umatilla Ready-Mix, Inc.
AMOUNT:	$1,607.08
FOR:	Materials
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Alpine Concrete
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Company of America
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

731-0146 (5-85)

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
JUL 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

UMATILLA READY-MIX, INC.

P. O. BOX 257
HERMISTON, OREGON 97838

PLANTS LOCATED AT

HERMISTON (503) 567-6173
BOARDMAN (503) 481-9382
HEPPNER (503) 676-9406

CONCRETE ACCESSORIES
CONCRETE AGGREGRATE
PRECAST CONCRETE
REINFORCING STEEL
SAND

June 4, 1986

State of Oregon
Mr. Robert Gormsen
State Highway Building
Salem, Oregon 97303

Re: non payment on OSHD Project #C-10001
Bid Item #66 (canal)

Mr. Gormsen:

This is to give notice of filing claim on Alpine Concrete as subcontractor for Ross Bros. Construction, Inc. on the above referenced project. It is my feeling that Ross Bros. being the general contractor is responsible for their subcontractor (Alpine Concrete) and, at this time, we are filing claim for non payment of materials (concrete).

It is my understanding O.R.S. 279.314 covers this situation.

I am enclosing copies of the delivery invoices. The following is a breakdown of Alpine Concrete account:

Date	Invoice #	Amount	Balance
11-5-85	#25328	326.00	
11-5-85	#25331	203.75	529.75
11-8-85	#25397	326.00	
11-8-85	#25400	183.38	1,039.13
12-30-85	finance charge	15.59	1,054.72
1-10-86	#25527	338.00	
1-10-86	#25530	105.63	1,498.35
1-27-86	finance charge	15.82	1,514.17
2-25-86	finance charge	22.71	1,536.88
3-27-86	finance charge	23.05	1,559.93
4-25-86	finance charge	23.40	1,583.33
5-27-86	finance charge	23.75	$ 1,607.08

RECEIVED
JUN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Thank you for your assistance in this matter. Please call me at 567-6688 if you have any questions.

UMATILLA READY-MIX, INC.

Bud Englert

Bud Englert
General Manager

Enclosures

c.c. Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, Oregon 97034

RECEIVED
JUN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

330 N.W. ELM STREET
P.O. BOX 257, HERMISTON, OREGON 97838

No. 25328

DATE 11-5 1985

SOLD TO ALPINE CONCRETE

MAILING ADDRESS ROSS BROS.

DELIVERED TO END OF BRIDGE ROAD

DELIVERY ADDRESS

YOUR ORDER NUMBER DEWEY

JOB BOX CULVERT

CHARGE ☑ CASH ☐

PAYMENT REC'D BY

DESCRIPTION			READY MIX CONCRETE	PRICE	AMOUNT
8 Yds	6.3 Sack Mix		3/4 Agg Size 3-4 Slump 5 % A.E.	40.75	326.00
☐ Hot Water	PRICE	AMOUNT	Miles Hauling		
% HE/C.C.			Minutes Overtime Unloading		
			Gallons Extra Water		
Sub Total			CLASS 3300		

10 MINUTES PER YARD
UNLOADING TIME ALLOWED

PERSONAL NOTICE: We reserve the right to Claim Lien for all material furnished on this Job according to Oregon and/or Washington Laws.

DELIVERED BY JEFF #16

RECEIVED BY SIGN HERE D

PLANT DEPARTURE TIME 9:15
JOB ARRIVAL TIME 9:30
JOB UNLOADING TIME 10:15

SUB TOTAL

TERMS: ACCOUNTS ARE DUE THE 10th OF MONTH FOLLOWING PURCHASE. INTEREST WILL BE CHARGED ON ALL PAST DUE ACCOUNTS.

TOTAL 326.00

UMATILLA READY-MIX, INC. PHONE 567-6173.

⑬

INVOICE

330 N.W. ELM STREET
P.O. BOX 257, HERMISTON, OREGON 97838

No. 25331

DATE 11-5 1985

SOLD TO ALPINE CONCRETE

MAILING ADDRESS ROSS BROS.

DELIVERED TO END OF BRIDGE ROAD

DELIVERY ADDRESS

YOUR ORDER NUMBER DEWEY

JOB CULVERT

CHARGE ☑ CASH ☐

PAYMENT REC'D BY

DESCRIPTION			READY MIX CONCRETE	PRICE	AMOUNT
5 Yds	6.3 Sack Mix		3/4 Agg Size 3-4 Slump 5 % A.E.	40.75	203.75
☐ Hot Water	PRICE	AMOUNT	Miles Hauling		
% HE/C.C.			Minutes Overtime Unloading		
			Gallons Extra Water		
Sub Total			CLASS 3300		

10 MINUTES PER YARD
UNLOADING TIME ALLOWED

PERSONAL NOTICE: We reserve the right to Claim Lien for all material furnished on this Job according to Oregon and/or Washington Laws.

DELIVERED BY JEFF #28

RECEIVED BY SIGN HERE

PLANT DEPARTURE TIME 10:40
JOB ARRIVAL TIME 11:00
JOB UNLOADING TIME 11:35

SUB TOTAL

TERMS: ACCOUNTS ARE DUE THE 10th OF MONTH FOLLOWING PURCHASE. INTEREST WILL BE CHARGED ON ALL PAST DUE ACCOUNTS.

TOTAL 203.75

ELM STREET
P.O. BOX 257, HERMISTON, OREGON 97838

DATE 11-8 19 85

No. 25397

SOLD TO ALPINE CONSTRUCTION
MAILING ADDRESS c/o ROSS BROS. - SALEM
DELIVERED TO
DELIVERY ADDRESS POWERLINE ROAD

YOUR ORDER NUMBER
JOB
CHARGE ☑ CASH ☐
PAYMENT REC'D BY

DESCRIPTION			READY MIX CONCRETE	PRICE	AMOUNT
8 Yds 6.3 Sack Mix 3/4 Agg Size 3-4 Slump 5 % A.E.				40.75	326.00
☐ Hot Water	PRICE	AMOUNT	Miles Hauling		
% HE / C.C.			Minutes Overtime Unloading		
			Gallons Extra Water		
Sub Total			CLASS 3300		
10 MINUTES PER YARD UNLOADING TIME ALLOWED					

PERSONAL NOTICE: We reserve the right to Claim Lien for all material furnished on this Job according to Oregon and/or Washington Laws.

DELIVERED BY ROGER # 19
RECEIVED BY SIGN HERE

PLANT DEPARTURE TIME 8:45
JOB ARRIVAL TIME 9:00
JOB UNLOADING TIME 9:35

SUB TOTAL

TERMS: ACCOUNTS ARE DUE THE 10th OF MONTH FOLLOWING PURCHASE. INTEREST WILL BE CHARGED ON ALL PAST DUE ACCOUNTS.

TOTAL 326.00

(12 1/2)

UMATILLA READY-MIX, INC. PHONE 567-6173
330 N.W. ELM STREET
P.O. BOX 257, HERMISTON, OREGON 97838

INVOICE

DATE 11 - 8 19 85

No. 25400

SOLD TO ALPINE CONSTRUCTION
MAILING ADDRESS c/o ROSS BROS. SALEM
DELIVERED TO
DELIVERY ADDRESS POWERLINE ROAD

YOUR ORDER NUMBER
JOB
CHARGE ☑ CASH ☐
PAYMENT REC'D BY

DESCRIPTION			READY MIX CONCRETE	PRICE	AMOUNT
4 1/2 Yds 6.3 Sack Mix 3/4 Agg Size 3-4 Slump 5 % A.E.				40.75	183.38
☐ Hot Water	PRICE	AMOUNT	Miles Hauling		
% HE / C.C.			Minutes Overtime Unloading		
			Gallons Extra Water		
Sub Total			CLASS 3300		
10 MINUTES PER YARD UNLOADING TIME ALLOWED					

PERSONAL NOTICE: We reserve the right to Claim Lien for all material furnished on this Job according to Oregon and/or Washington Laws.

DELIVERED BY JOHN # 17
RECEIVED BY SIGN HERE

PLANT DEPARTURE TIME 9:45
JOB ARRIVAL TIME 10:05
JOB UNLOADING TIME 10:25

SUB TOTAL

TERMS: ACCOUNTS ARE DUE THE 10th OF MONTH FOLLOWING PURCHASE. INTEREST WILL BE CHARGED ON ALL PAST DUE ACCOUNTS.

TOTAL 183.38

P. O. BOX 257, HERMISTON, OREGON 97838

DATE 1-10 19 86

No. 25521

SOLD TO Alpine Concrete

MAILING ADDRESS

DELIVERED TO

DELIVERY ADDRESS Bridge Rd.

YOUR ORDER NUMBER

JOB

CHARGE ☒ CASH ☐

PAYMENT REC'D BY

DESCRIPTION			READY MIX CONCRETE			PRICE	AMOUNT
8 Yds	6.5 Sack Mix	3/4 Agg Size	3-4 Slump	5 % A.E.		40.75	326.00
☒ Hot Water	PRICE 1.50	AMOUNT 12.00	Miles Hauling				
% HE/C.C.			Minutes Overtime Unloading				
			Gallons Extra Water				
Sub Total		12.00					12.00

10 MINUTES PER YARD
UNLOADING TIME ALLOWED

PERSONAL NOTICE: We reserve the right to Claim Lien for all material furnished on this Job according to Oregon and/or Washington Laws.

DELIVERED BY Nick #26

RECEIVED BY SIGN HERE

PLANT DEPARTURE TIME 2:00

JOB ARRIVAL TIME 2:20

JOB UNLOADING TIME 4:10

SUB TOTAL

TERMS: ACCOUNTS ARE DUE THE 10th OF MONTH FOLLOWING PURCHASE. INTEREST WILL BE CHARGED ON ALL PAST DUE ACCOUNTS.

TOTAL 338.00

UMATILLA READY-MIX, INC. PHONE 567-6173

330 N.W. ELM STREET
P.O. BOX 257, HERMISTON, OREGON 97838

INVOICE

No. 25530

DATE 1-10 19 86

SOLD TO Alpine Concrete

MAILING ADDRESS

DELIVERED TO

DELIVERY ADDRESS Bridge Rd.

YOUR ORDER NUMBER

JOB

CHARGE ☒ CASH ☐

PAYMENT REC'D BY

DESCRIPTION			READY MIX CONCRETE			PRICE	AMOUNT
2½ Yds	6.3 Sack Mix	3/4 Agg Size	4 Slump	5 % A.E.		40.75	101.88
☒ Hot Water	PRICE 1.50	AMOUNT 3.75	Miles Hauling				
% HE/C.C.			Minutes Overtime Unloading				
			Gallons Extra Water				
Sub Total		3.75					3.75

RECEIVED

10 MINUTES PER YARD
UNLOADING TIME ALLOWED

PERSONAL NOTICE: We reserve the right to Claim Lien for all material furnished on this Job according to Oregon and/or Washington Laws.

DELIVERED BY Nick #26

RECEIVED BY SIGN HERE

PLANT DEPARTURE TIME 4:40

JOB ARRIVAL TIME 5:00

JOB UNLOADING TIME 5:20

SUB TOTAL

TERMS: ACCOUNTS ARE DUE THE 10th OF MONTH FOLLOWING PURCHASE. INTEREST WILL BE CHARGED ON ALL PAST DUE ACCOUNTS.

TOTAL 105.63

UMATILLA READY-MIX, INC.

P. O. BOX 257
HERMISTON, OREGON 97838

PLANTS LOCATED AT

HERMISTON (503) 567 6173
BOARDMAN (503) 481 9382
HEPPNER (503) 676 9406

CONCRETE ACCESSORIES
CONCRETE AGGREGATE
PRECAST CONCRETE
REINFORCING STEEL
SAND

April 7, 1986

Alpine Concrete
615 Frankton Road
Hood River, Oregon 97031

Gentlemen:

This is notification that work was done on Project #C-10001 as a subcontractor under Ross Brothers Construction, Salem, Oregon for canal work is past due. The first delivery was made November 5, 1985 and the last delivery was made January 10, 1986.

As of this writing, we have not received any payment and demand payment in full. The total amount due is $1,559.93 as of March 31, 1986.

UMATILLA READY-MIX, INC.

Bud Englert

Bud Englert
General Manager

c.c. State of Oregon
Robert Gormsen
State Highway Building
Salem, Oregon 97303

Ross Brothers Construction
3501 Brooklake Road, N.
Salem, Oregon 97303

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, Oregon 97034

Resident Engineer
Mike Gardner
State Highway Department
Hermiston, Oregon 97838

COPY

UMATILLA READY-MIX, INC.

P O BOX 257
HERMISTON, OREGON 97838

PLANTS LOCATED AT
HERMISTON (503) 567 6173
BOARDMAN (503) 481 9382
HEPPNER (503) 676 9406

CONCRETE ACCESSORIES
CONCRETE AGGREGATE
PRECAST CONCRETE
REINFORCING STEEL
SAND

April 7, 1986

Ross Brothers Construction
3501 Brooklake Road, N.
Salem, Oregon 97303

Gentlemen:

Per your purchase order, you are to pay Umatilla Ready-Mix, Inc. for concrete as per payment from Oregon State Highway Department.

As of March 5, 1986 you billed and received payment from the State of Oregon for structural and canal work on Contract #10001, bid item #66 in excess of $377,000 and owed Umatilla Ready-Mix, Inc. as of March 5th a total of $160,126.90 for the above work. We received a check for $74,186.16 shorting us $85,940.74. Your total bill as of March 31, 1986 was $123,329.50.

I have talked with your superintendent, Larry Carter, at the job site and have ceased delivery of concrete until this situation has been resolved.

UMATILLA READY-MIX, INC.

Bud Englert

Bud Englert
General Manager

c.c. State of Oregon
Robert Gormsen
State Highway Building
Salem, Oregon 97303

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, Oregon 97034

Resident Engineer
Mike Gardner
State Highway Department
Hermiston, Oregon 97838

COPY

June 24, 1986

CON 3 - 10,001

Westland Irrigation District
P. O. Box 416
Stanfield, OR 97875

Attention: Marian Emerson
Secretary

Thank you for your letter of June 5, 1986, informing us that the claim of $4,633 has been paid.

You state this is in reference to the Ross Bros. Construction, Inc., Contract No. 10,001 for work on the Power Line Road-Bridge Road Section of the McNary Highway in Umatilla County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3301 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State: Filed 6-3-86; CL 1986-0226

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD
6-24-86

WESTLAND IRRIGATION DISTRICT

Stanfield, Oregon 97875

June 5, 1986

Forbert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Or 97310

RE: Payment of Claim - Ross Bros. Construction, Inc.

Mr. Gormsen:

Pay of claim in the amount of $4,633.00 has been received by the District on May 28, 1986.

Sincerely,

Marian Emerson

Marian Emerson
Secretary

cc Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, Or 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, Or 97034

RECEIVED
JUN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

**NOTED
E. S. HUNTER**

June 5, 1986
IN REPLY REFER TO
HBR-OR

6/6 Walt Hart
Please disregard
request of 6/3 for
rough draft on
this matter.
Cm

EIVED
HWY ENGR
JUN -6 '86
REFER TO
Hunter
FOR
Info | Inves | R/D | D/K

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-82-1(7)004
Power Line Road to Bridge Road Section
McNary Hwy. - Power Line Road
Bottom Slab Imperfections
Our letter of May 30, 1986

June 3, 1986 on the above project, Mr. Schell reviewed the map lines on the bottom slab of the Power Line Road structure (Br #16447) with Mike Gardner, John Tindall, Fred Lucht, and the contractor's (Ross Bros.) foreman, Mr. Olett. These lines (which look like cracks) are mortar projections from the shrinkage cracks encountered in the "rat" slab poured as a form last summer. The contractor was very cooperative and provided a lift platform and a cement finisher to review the concerned areas. The finisher ground the projections in several areas and then wetted the surface for possible moisture absorption into the crack. There was absolutely no indication of moisture absorption or cracks on the bottom slab in the areas ground.

We are convinced the concerned area is not critical in any way and can be completely eliminated during the finishing process. Only one rock pocket area was observed and the contractor believes this is a shallow surface imperfection and easy to correct. The project manager indicated the State will monitor the work carefully.

This inspection resolves the unacceptable conditions outlined in our letter of May 30, 1986.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. A. Potter, Program)
OSHD (W. J. Hart, Bridge)
OSHD (C. O. Fredrickson, Const)
OSHD (M. Gardner, Reg 5)
Region HST-010

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

May 30, 1986
IN REPLY REFER TO
HBR-OR

R EIVED
ST HWY ENGR
JUN -2 '86
REFER TO
FOR

Info	Inv	R/D	D/R	Sign	Act	File

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-82-1(7)004
Power Line Road U'Xing
Power Line Road - Bridge Road Section
McNary Highway

On May 29, 1986 at about noon, Mr. Schell our Division Bridge Engineer and Mr. Bruce Johnson, FHWA Regional Bridge Engineer stopped to inspect the construction of Power Line Road Undercrossing. Accompanying them during the bottom slab review was Gene Hendrick, inspector for Mike Gardner.

The underside of the box girder, particularly in Span 2, gave the appearance of extensive map cracking. (See enclosed picture) The inspector asked the contractor's (Ross Brothers) platform lift operator if he would hoist Mr. Schell up to the bottom slab to enable a closer review of the concerened area. At about the time the examination started, the contractor's foreman, Russ Olett, requested the operator to bring the lift back to the ground. Mr. Olett informed Mr. Schell that these imperfections were not cracks. The uncompleted examination was terminated by the contractor before the condition of the bottom slab could be determined.

We therefore inform you that the bridge at Power Line Road Undercrossing is unacceptable to FHWA until the actual condition of the bottom slab of this structure can be determined.

Sincerely yours,

G. K. Hossner
Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
JUN -2 '86
REFER TO Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

6/3 Walt Hart ~
Please investigate
and rough draft
reply for ESH.
CM 6-2-86

Due 6/24.

Enclosure
Picture

cc:
OSHD(G. A. Potter, Program)
OSHD (W. J. Hart, Bridge) w/encl
Region HST-010.1 w/encl

10,001

DYWIDAG SYSTEMS INTERNATIONAL, USA, INC.
DSI
DYWIDAG Systems International
11526 Sorrento Valley Road • San Diego, CA 92121 • (619) XXXXXXX • Telex 182784
586-7255

June 4, 1986 544/86

United Steel Inc.
618 N.E. 118th Avenue
Vancouver, WA 98684

Attention: Ms. Diana Jones
Contract Administrator

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Subject: Powerline Road Bridge
OSHD Contract 10,001
DSI Job #PO0003

File only

Dear Ms. Jones,

In response to your letter dated May 28, 1986, we would like to point out the following:

DSI had no intentions not to communicate with you on these matters. We did keep you posted and invoiced you for 100% when the job was completed. We had no comments from you.

Based on previous conversations and correspondence we anticipate back-charges from you. To this date, we have not been informed of the specifics of these charges and have no idea about the amounts United might charge us.

To protect our rights we had to notify the State of Oregon, as we pointed out to you in our letter to you dated March 19, 1986.

We believe the next step is up to United to let us know exactly what charges are claimed against DSI. In case there is any disagreement as to the validity of such charges, we need to resolve those before we will waive our rights.

Awaiting your response.

Very truly yours,
DYWIDAG SYSTEMS INT'L., USA, INC.

K. Farrand

Katharina Farrand
Contract Administrator

KF/jh

cc: State of Oregon
Ross Bros
PO0003
JLP

JUN 2 REC'D

UNITED STEEL INC

Concrete Reinforcing • Post-Tension Cables
Design • Supply • Install

ROUTE TO:
RF Mel
JLP
State of Oregon 6/4/6
ANSWERED:
FILE: P 0003

May 28, 1986

Katharina Farrand, Contract Adm.
DYWIDAG SYSTEMS INTER., USA, INC.
11526 Sorrento Valley Road
San Diego, California 92121

Re: Powerline Road - Bridge Road, OSHD Contract #10,001

Dear Ms. Farrand:

This writing is in regards to Dywidag Systems invoice #P0003, in the amount of $32,000, for materials and equipment supplies to the above mentioned project. Date of this invoice is 3-19-86 and was submitted for payment to the OSHD in the April 5th estimate, the cut-off date for this time-frame by the states' estimates.

In collecting monies due us on this project and our financial limitations for material payments of this nature, which Dywidag is aware of and made agreements to, we informed your office of the continual problems we have been experiencing from Ross Bros., and likewise you responded with your letter of March 19, 1986, informing us of your intentions of actions to be taken in this regard. With the submittal of your initial invoice for this project in the amount of $6,800 on the December 5, 1985 estimate, Dywidag experienced no collection problems from United Steel and the invoice was paid to you on December 27, 1985, much within the contracted 60-day allowance for payment.

Dywidag Systems choice to not correspond or communicate with United Steel in regards to these contractural matters, has now hindered our attempt and actual collection of these funds due us. These monies for materials on hand would have been paid us on 5-27-86, had Dywidag not placed a lien against Ross Bros. bond. Due to our claim against Dywidag, issuance of a joint check for payment of this invoice is not acceptable. Ross Bros. will retain these monies until further notice and/or removal of this lien.

In considering the equipment failures and our letter of April 21, 1986 to Dywidag, stating our position in this matter, Dywidag Systems stands liable for any and all costs incurred and/or responsibilities arising from the lack of performance of this equipment, against United Steel, the contractor, or other parties. Therefore, be advised, our failure to collect monies due and satisfaction of these cost overruns has caused economic duress and undue financial burdens to our firm and is potentially exposing Dywidag Systems Inter. to liabilities of general damages to United Steel, Inc.

Sincerely,

UNITED STEEL, INC.

Dianna G. Jones

Dianna G. Jones
Contract Administrator

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

618 NE 118th Avenue, Vancouver, WA 98684 (206) 254-8359

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: I-82-1(7)004

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Umatilla

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 00125

6. TO:
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JUN -6 '86
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE: March 31, 1986

8. FEDERAL ROUTE NUMBER: Interstate 82

9. STATE ROUTE NUMBER: Primary 70

10. GENERAL LOCATION:
Power Line Road - Bridge Road Section

11. GENERAL DESCRIPTION OF WORK:
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 5/27/86 this will confirm the advance approval date of 3/31/86 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the irrigation pump electric service facilities on an actual cost basis estimated to be $1,768; Federal Funds $1,631.

The Agreement with the Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE: 6/4/86

15. SIGNATURE OF APPROVING OFFICIAL: G. K. H[illegible]

16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

May 30, 1986
IN REPLY REFER TO
HBR-OR

RECEIVED
STATE HWY ENGR
JUN - 2 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

ROUTED
E. S. HUNTER

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-82-1(7)004
Power Line Road U'Xing
Power Line Road - Bridge Road Section
McNary Highway

On May 29, 1986 at about noon, Mr. Schell our Division Bridge Engineer and Mr. Bruce Johnson, FHWA Regional Bridge Engineer stopped to inspect the construction of Power Line Road Undercrossing. Accompanying them during the bottom slab review was Gene Hendrick, inspector for Mike Gardner.

The underside of the box girder, particularly in Span 2, gave the appearance of extensive map cracking. (See enclosed picture) The inspector asked the contractor's (Ross Brothers) platform lift operator if he would hoist Mr. Schell up to the bottom slab to enable a closer review of the concerened area. At about the time the examination started, the contractor's foreman, Russ Olett, requested the operator to bring the lift back to the ground. Mr. Olett informed Mr. Schell that these imperfections were not cracks. The uncompleted examination was terminated by the contractor before the condition of the bottom slab could be determined.

We therefore inform you that the bridge at Power Line Road Undercrossing is unacceptable to FHWA until the actual condition of the bottom slab of this structure can be determined.

Sincerely yours,

G. K. Hossner
Dale E. Wilken
Division Administrator

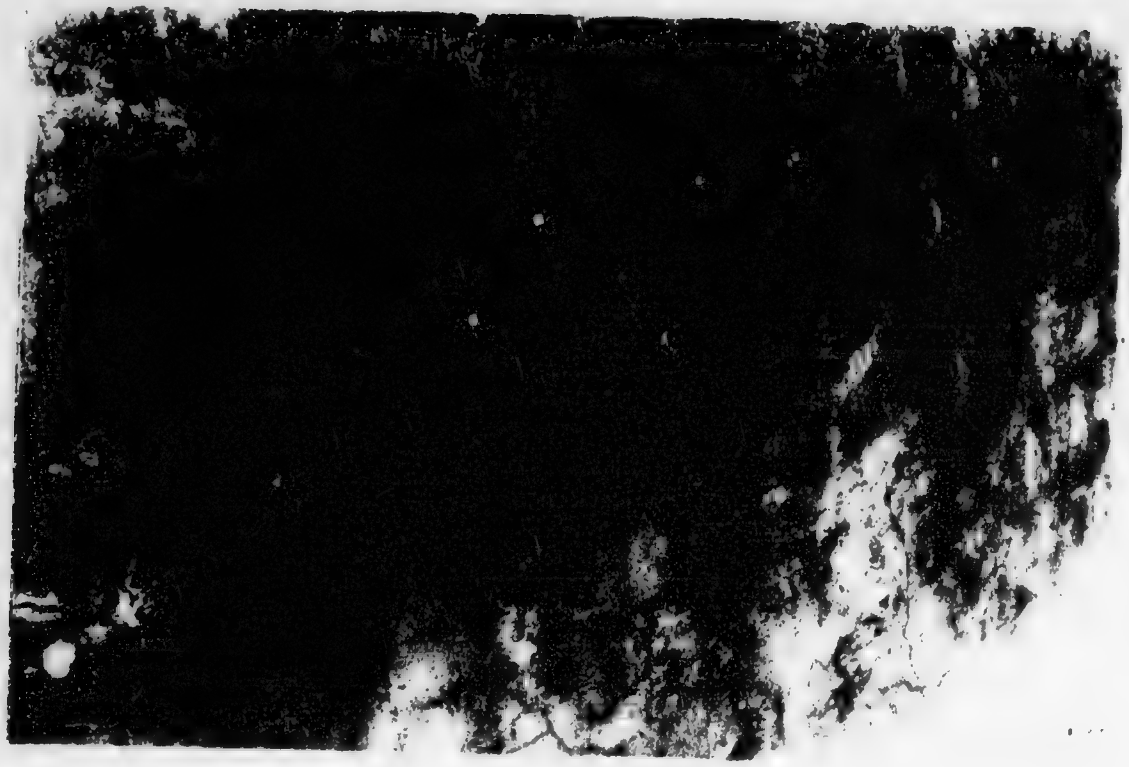
RECEIVED
STAT HWY ENGR
JUN - 2 '86
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6/3 Walt Hart ~
Please investigate
and rough draft
reply for ESH.
Cm 6-2-86

Due 6/24.

Enclosure
Picture

cc:
OSHD(G. A. Potter, Program)
OSHD (W. J. Hart, Bridge) w/encl
Region HST-010.1 w/encl



Under Span 2 - Power Line Road U'Xing

CL 1986-0226

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 3 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5 - 10,001

May 30, 1986

Westland Irrigation District
P. O. Box 416
Stanfield, OR 97875

We have received your letter dated May 23, 1986, addressed to Mike Gardner in Hermiston concerning the following Highway Division contract:

FILED BY:	Westland Irrigation District
AMOUNT:	$4,633.00
FOR:	Water
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Company of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

The State has a policy not to make payments to claimants. You may wish to contact the surety direct.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
6-16-86cc

WESTLAND IRRIGATION DISTRICT

Stanfield, Oregon 97875

CERTIFIED MAIL

May 23, 1986

Resident Engineer
Mike Gardner
State Highway Department
Hermiston, Or 97838

RE: PAST DUE PAYMENT

Mr. Garner:

This is notification that water used by Ross Brothers Construction, Salem, Oregon on Project #C-10001 was furnished by Westland Irrigation District.

Westland Irrigation District has to date billed them for the following water used and the amount presently owing is: $4,633.00. This represents water used prior to 4-24-86 and their estimate of use to the end of need.

This matter was discussed with their personnel last week and they verbally guaranteed payment. NO PAYMENT HAS BEEN RECEIVED!!

We are herein demanding payment in full.

Sincerely,

William I. Porfily by

William I. Porfily
Manager

cc Ross Bros Construction
3501 Brooklake Road, N.E.
Salem, Or 97303

✓State of Oregon
Robert Gormsen
State Highway Building
Salem, Or 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, Or 97034

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1986.0225

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 3 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5 - 10,001

May 30, 1986

United Steel Inc.
618 NE 118th Avenue
Vancouver, WA 98684

Attention: Dianna G. Jones
Contract Administrator

We have received your letter of May 28, 1986, with documentation, filing a claim against the following Highway Division contract:

FILED BY:	United Steel Inc.
AMOUNT:	$27,703.50
FOR:	Material
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Company of America

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NOTED ON CARD
6-10-86 cc

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JUN 6 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

UNITED STEEL INC

Concrete Reinforcing • Post-Tension Cables
Design • Supply • Install

May 28, 1986

Mr. Robert Gormsen
OREGON STATE HIGHWAY DIVISION
Transportation Building
Room #121
Salem, OR 97310

RE: POWERLINE ROAD - BRIDGE ROAD
OSHD #10,001

Dear Mr. Gormsen:

United Steel, Inc. has had continual problems in collecting receipt funds from Ross Bros. Construction on the above mentioned project, for which we are a subcontractor. In collecting our March estimate, dated 4-5-86, in the amount of $31,614.50, which included an invoice for materials on hand for $32,000, the following steps were taken:

5-6-86 Mike Gardner, Resident Engineer, was contacted by this office for a breakdown of estimated quantities and percentages of contracts completed to date.

Scott Bente, Ross Bros. accountant, was contacted. He informed us that the monies were received that day and should be going out at the beginning of the next week, 5-12-86. I informed him, as per his request, the amount due to United Steel.

5-21-86 We contacted Ross. Bros. to inquire as to why we hadn't received our estimate. We were told that "they just didn't have the money and we would have to wait for them to receive another check". We were also told that there were "several charges that still needed to be tabulated against our payment". He wasn't sure just what they were and that he would get back to us.

5-22-86 We contacted Steve Ross to find our that they would deduct $10,000 from our payestimate for delays to the excavation contractor if we were to tabulate any claim against Ross Bros. We told him we would expect our check on Tuesday, the 27th, and would be at his office in Salem to discuss these charges and pick up our check.

5-27-86 Had a meeting with Steve Ross at 4:30 p.m. Ross has now been liened by Dywidag Systems Inter., our materials supplier. Ross Bros. received this lien on 5-16-86, but Steve Ross did not know about it until today. They now will not issue us our estimate unless it is in joint form with Dywidag. We are issued a check for the reinforcing percentage, $3,911.00, and $5,257.90 of current retentions held. No substantiation of the previously mentioned $10,000 claim reduction is discussed.

618 NE 118th Avenue, Vancouver, WA 98684 (206) 254-8359

Due to equipment failures that were the liability of our material supplier, United Steel has substantial charges that have been documented and are to be held from our payment of materials to Dywidag Systems. As per our contract with Dywidag, this invoice for materials did not come past due until May 19, 1986. Had Ross Bros. released our payment on a timely basis, this lien would not have been filed by Dywidag and United Steel would not be in the economic crisis we now find ourselves in.

We would appreciate your assistance in resolving this matter and recovering all monies due us, $27,703.50, for materials without the issuance of a joint check. We are legally prepared to resolve our problems with Dywidag ourselves, but cannot afford Ross Bros. interference into our contracted material suppliers' performance and our ability to recover the subsequent cost overruns we experienced as a direct result of Dywidag's equipment and are so documented on state reports for this project.

I have enclosed correspondence from us to Dywidag in regards to this problem and correspondence delivered in person to Steve Ross on May 27, 1986. Thank you for your attentions to this matter.

Sincerely,

UNITED STEEL INC.

Dianna G. Jones
Contract Administrator

RECEIVED
MAY [illegible] 1986
COMMISSION [illegible]
[illegible]

UNITED STEEL INC

Concrete Reinforcing • Post-Tension Cables
Design • Supply • Install

May 28, 1986

OFFICE COPY

Katharina Farrand, Contract Adm.
DYWIDAG SYSTEMS INTER., USA, INC.
11526 Sorrento Valley Road
San Diego, California 92121

Re: Powerline Road - Bridge Road, OSHD Contract #10,001

Dear Ms. Farrand:

This writing is in regards to Dywidag Systems invoice #P0003, in the amount of $32,000, for materials and equipment supplies to the above mentioned project. Date of this invoice is 3-19-86 and was submitted for payment to the OSHD in the April 5th estimate, the cut-off date for this time-frame by the states' estimates.

In collecting monies due us on this project and our financial limitations for material payments of this nature, which Dywidag is aware of and made agreements to, we informed your office of the continual problems we have been experiencing from Ross Bros., and likewise you responded with your letter of March 19, 1986, informing us of your intentions of actions to be taken in this regard. With the submittal of your initial invoice for this project in the amount of $6,800 on the December 5, 1985 estimate, Dywidag experienced no collection problems from United Steel and the invoice was paid to you on December 27, 1985, much within the contracted 60-day allowance for payment.

Dywidag Systems choice to not correspond or communicate with United Steel in regards to these contractural matters, has now hindered our attempt and actual collection of these funds due us. These monies for materials on hand would have been paid us on 5-27-86, had Dywidag not placed a lien against Ross Bros. bond. Due to our claim against Dywidag, issuance of a joint check for payment of this invoice is not acceptable. Ross Bros. will retain these monies until further notice and/or removal of this lien.

In considering the equipment failues and our letter of April 21, 1986 to Dywidag, stating our position in this matter, Dywidag Systems stands liable for any and all costs incurred and/or responsibilities arising from the lack of performance of this equipment, against United Steel, the contractor, or other parties. Therefore, be advised, our failure to collect monies due and satisfaction of these cost overruns has caused economic duress and undue financial burdens to our firm and is potentially exposing Dywidag Systems Inter. to liabilities of general damages to United Steel, Inc.

Sincerely,

UNITED STEEL, INC.

Dianna G. Jones
Dianna G. Jones
Contract Administrator

RECEIVED
MAY 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

618 NE 118th Avenue, Vancouver, WA 98684 (206) 254-8359

UNITED STEEL INC

Concrete Reinforcing • Post-Tension Cables
Design • Supply • Install

May 26, 1986

Steve Ross
ROSS BROS. CONSTRUCTION, INC.
3501 Brooklake Road N.
Salem, OR 97303

RE: PowerLine Road - Bridge Road
OSHD #10,001

Dear Steve:

This writing is in regards to Ross Bros. continual misrepresentation concerning the status of receipt funds to United Steel, Inc. on the above mentioned project.

We are not asking Ross Bros. to waive any rights due them, as we do not expect to waive any lien rights on this amount due or any other amounts due United Steel, Inc. for receipt of current estimate monies now past due. Issuance of a joint check between United Steel and Dywidag Systems is not acceptable. Ross Bros. financial interference in the control and matters of our contractual agreements of our suppliers' performance cannot be allowed.

If Ross Bros. has claims against United Steel, Inc., to be satisfied by the reduction of the monies mentioned herein, we request any and all documentation in writing for the substantiation of this reduction.

Ross Bros. Construcition, Inc. has upheld poor payment conditions to United Steel, Inc. throughout these contracts on this project. Therefore, be advised, your failure to pay sums due and owing in the amount of $31,614.50 less retention, will cause economic duress and undue financial burdens to our firm and potentially expose Ross Bros. to liabilities of general damages to United Steel, Inc.

Sincerely,

UNITED STEEL INC.

Rick E. Jones

cc: Bruce Babbott
Ferguson & Burdell

RECEIVED
MAY 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICE COPY

618 NE 118th Avenue, Vancouver, WA 98684 (206) 254-8359

UNITED STEEL INC

Concrete Reinforcing • Post-Tension Cables
Design • Supply • Install

April 21, 1986

Juergen L. Plaehn, Vice President
DYWIDAG SYSTEMS INTERNATIONAL, USA, INC.
11526 Sorrento Valley Road
San Diego, California 92121

RE: Supply of Post-Tensioning Equipment

Gentlemen:

Your request for the post-tensioning equipment loaded for freight from the PowerLine Road jobsite to be shipped to Hyseco, Canada, and not returned to HCR, Vancouver, Washington, has been relayed and confirmed by Advance Systems.

Due to the condition of Dywidag Systems' post-tensioning equipment and the continual barrage of problems we have experienced on the above mentioned project, this letter is notification that United Steel, Inc. will no longer continue accomodations that have been provided to date, for processing equipment performability modifications for this project or any other, outside current contractural obligations, to Dywidag Systems International.

The power unit supplied for post-tension installation was not even adequate nor did it produce sufficient power capacity to meet and maintain the requirements of the system or the ODOT Standard Specifications. Project "shut-downs" were a foreboding consideration by the Project and Resident Engineers initiated from the equipments' failure to perform.

The stressing ram supplied was inefficient and incompetent to perform the task for which it exists. Detensioning tendons due to "sucked wedges" has been not only very costly ot us, but of the utmost consideration in effectively meeting the requirements and structural objectives in the post-tensioning of the project.

Dywidag sent HCR a broken down grout pump claiming that it had been operated and very functional "only weeks before". Upon personal inspection of the grout pump, I suggested to Juergen several structural modification ideas. These were clearly discussed and approved by him prior to the work. I accomodated your company by forwarding your desired modifications provided by you to HCR. With time being of the essence for completion of PowerLine Road, United Steel offered further accomodations to Dywidag with additional labor force under the directives and schedules of HCR. This also, was discussed with Juergen and myself before such work commenced. The work you requested was done as you requested and according to your specifications. The grout pump was not even capable of near adequate pressure. Costly man hours were spent flushing clean and air-drying the tendon and irreparable time lost until another grout pump could be shipped and delivered to the jobsite.

OFFICE COPY

615 NE 118th Avenue, Vancouver, WA 98684 (206) 254-8359

Upon delivery of your "best grout pump", our crews once again suffered the immediate failure to grout from a pump incapable of adequate pressure. The mixing engine and apparatus on this second pump needed to be secured by come-a-longs to prevent its dislocation. Once again, the tendon had to be flushed clean and air-dryed. ODOT Resident Engineer, Mike Gardner, informed as to the equipment failures, visited the jobsite to observe the necessary rectifying proceedures, from the grouting process, of the installed materials.

April 1, 1986, United Steel, Inc. started fabrication and installation of the tendons for this project. ODOT Standard Specifications allows seven (7) calendar days between the time of placing and the time of grouting the prestressing steel, at which time, the Engineer may require the withdrawal of the prestressing steel for inspection (Sec. 506.11, Pg. 329, 1984 ODOT Specs.). United Steel, Inc. has proceeded with extreme diligence and fortitude since that date to complete this operation.

Since notification to Dywidag of the second grout pump failure on April 15th, at 11:30a.m., I received no further communication from you pertaining to the immediate situation, except to question the location of the flatbed trailer possessing the ram, power unit and first grout pump. You have asked me to route the equipment to Canada, instead of HCR. Your mechanic, George Marinovich, told our foreman, Tom Shoulders, that he would take the ram head back to California with him on the 7th of April. I find it very disconcerting that the equipment Dywidag has supplied for this project and is to be used for SR5 to 21st Street, is being quickly harbored from further scrutiny, when there may be litigation arising between yourselves and HCR, as revealed in your letter of 4-15-86.

As outlined in Sec. 105.14, Pg. 32, of the 1984 ODOT Specs., I am gravely concerned and hold many reservations as to the ability of Dywidag Systems' equipment to perform on any project. I am also questioning the apparent lack of knowledge that has been expressed to me by your company as to the functional operation of your own systems equipment. I do not believe that renovations/modifications to this equipment will suffice for the work load required and contained in the 18 superstructures of the SR5 to 21st Street Project in Tacoma, Washington over a period of two and one-half years, plus.

Therefore, be advised that United Steel, Inc. will hold Dywidag Systems International liable for any and all costs incurred and/or responsibilities arising from the lack of performance of the equipment described herein, against United Steel, the contractor, or other parties.

Sincerely,

UNITED STEEL, INC.

Rick E. Jones

REJ/ddh

CERTIFIED MAIL # P 243 964 272

RECEIVED
MAY 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NATIONAL USA, INC DSI
11526 Sorrento Valley Road • San Diego, CA 92121 • (619) ~~276-7153~~ • Telex 182784
586-7255

March 19, 1986 283/86

United Steel Inc.
12900 N.E. 18th St.
Vancouver, WA 98664

Attn: Mr. Rick Jones

Subject: Powerline Road Bridge
Contract #1001
DSI P0003

Dear Mr. Jones,

We understand that you have problems getting paid from the prime contractor Ross Bros.

According to our information the rights of Subcontractors or Suppliers are protected provided the State of Oregon is being informed that the invoices are due. The State will inform the prime contractor and the bonding company of the claims.

Our contract with you reads that the moneys are due within 60 days from date of invoice. To protect our rights it appears to us that we will need to inform the State within 60 days from today of the oustanding amount.

We are writing to you at this time so you can take the necessary action to get the moneys in time from the prime contractor.

Very truly yours,
DYWIDAG SYSTEMS INT'L, USA, INC.

K. Farrand
Katharina Farrand
Contract Administrator

RECEIVED
MAY 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OFFICE COPY

cc Job file

3/31/86

CL 1986-0221

10,001

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.:
CONS - 9875 & 10,001

May 28, 1986

FILED
MAY 30 1986
BARBARA ROBERTS
SECRETARY OF STATE

Star Rentals & Sales
P. O. Box 2611
Pasco, WA 99302

Attention: E. A. Snider
Manager

We have received your Notice of Claim dated May 14, 1986, against the following Highway Division contracts:

FILED BY:	Star Rentals & Sales
AMOUNT:	$5,089.55
FOR:	Equipment Rented
AGAINST (PRIME CONTRACTOR):	Ross Bros Construction, Inc.
SURETY:	Safeco Insurance Co. of America
PROJECT:	CONTRACT NO. 9875 Umatilla River (Riverside) Bridge and UPRR U'Xing Section, Oregon-Washington Highway, Umatilla County
PROJECT:	CONTRACT NO. 10,001 Power Line Road-Bridge Road Section, McNary Highway, Umatilla County

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
JUN 2 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bcc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
6-10-86 cc

STAR RENTALS & SALES

OREGON PUBLIC CONSTRUCTION

NOTICE OF CLAIM

FORM NO. OR-4

DATE: MAY 14, 1986

TO: OREGON DEPT. OF TRANSPORTATION	ROSS BROTHERS CONSTRUCTION
TRANSPORTATION BLDG.	BOX 1326
SALEM, OREGON 97310	PENDLETON, OREGON 97801

NOTICE IS HEREBY GIVEN THAT THE UNDERSIGNED STAR RENTALS AND SALES HAS A CLAIM FOR EQUIPMENT RENTED IN THE SUM OF $5089.55 DOLLARS AGAINST THE BOND TAKEN Umatilla River (Riverside Bridge - #9875 and POWER LINE ROAD TO OREGON BRIDGE - #10001, Pendleton Job. FOR THE WORK OF ROSS BROTHERS CONSTRUCTION.

EA Snider

E.A. SNIDER, MANAGER

STAR RENTALS AND SALES
P.O. BOX 2611
PASCO, WASHINGTON 99302

RECEIVED
MAY 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STAR RENTALS AND SALES ★ 1912 "A" Street ★ P.O. Box 2611 ★ PASCO, WASHINGTON 99302
Telephone 545-8521 ★ Area Code 509

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
MAY 29 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.:

May 27, 1986

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Irrigation Pump Electric Service Relocation
Umatilla Electric Cooperative Association
Power Line Road - Bridge Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(7)004

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to Umatilla Electric Cooperative Association's irrigation pump electric service facilities dated November 15, 1985 and a sketch showing their proposed relocation.

A certification prepared by Thomas G. Carman as to the Association's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Association was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of service.

There will be no betterment derived from the proposed adjustment of the Association's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of March 31, 1986 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $1,768.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Tom Carman

CL 1986-0192

10,001

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

IN REPLY REFER TO
FILE NO.: CON 5 - #10,001

FILED
MAY 13 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 16, 1986

Dywidag Systems International USA, Inc.
11526 Sorrento Valley Road
San Diego, CA 92121-1314

Attention: Katharina Farrand
Contract Administrator

This will acknowledge your letter of April 18, 1986, filing a claim against the following Highway Division contract:

NOTED ON CARD
5/21/86 CB

FILED BY:	Dywidag Systems International, USA, Inc.
AMOUNT:	$30,400
FOR:	Materials and equipment
AGAINST (PRIME CONTRACTOR):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	United Steel Inc.
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Co. of America

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

DYWIDAG SYSTEMS INTERNATIONAL, USA, INC.
11526 Sorrento Valley Road • San Diego, CA 92121 • (619) ~~276-7158~~• Telex 182784
586-7255

DSI
DYWIDAG Systems International

284/86

April 18, 1986

State of Oregon
Office of Commission Services
Transportation Blvd., Room 121
Salem, Or 97310

Attn: Mr. Bob Gormsen

Subject: Contract #10001
Powerline Rd. Bridge Umatilla, OR
DSI P0003

Gentlemen,

This is to notify that we supplied materials and equipment to

United Steel Inc.
12900 N.E. 18th Street
Vancouver, WA 98664

on the above job. The amount due is as follows

Contract Amount	$38,800.00
less payment	$ 6,460.00
	$32,340.00
Amount due now	$30,400.00
Retention	$ 1,940.00

We understand that the State will take the necessary action to assure our payment.

Thank you for your cooperation.

DYWIDAG SYSTEMS INT'L, USA, INC.
K. Farrand
Katharina Farrand
Contract Administrator

KF/ps
MAIL VIA REGISTERED MAIL RETURN RECEIPT REQUESTED.

RECEIVED
APR 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,001

N

May 16, 1986

CON 5 - #10,001

Coral Sales Company
10560 S.E. Hwy. 212
P.O. Box 577
Clackamas, OR 97015

Thank you for your letter of April 15, 1986, advising us that the claim against Ross Bros. Construction, Inc. has been paid in full.

This was in connection with Contract No. 10,001 for work on the Power Line Road-Bridge Road Section of the McNary Highway in Umatilla County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

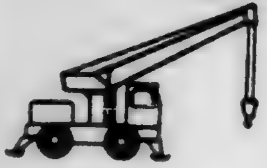
Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
5-16-86cc



ROSS BROS. CONSTRUCTION, INC.
Equal Employment Opportunity Employer
3501 BROOKLAKE RD. NORTH
SALEM, OREGON 97303
Phone 503-393-5885

LADD & BUSH BRANCH
UNITED STATES NATIONAL BANK
OF OREGON-SALEM, OREGON
24-22/1230 16

1618

DATE	CHECK NO.	AMOUNT
03/28/86	1618	$41,689.5

FORTY-ONE THOUSAND SIX HUNDRED EIGHTY-NINE DOLLARS AND FIFTY-FOUR CENTS

PAY TO THE ORDER OF

CORAL SALES CO
P. O. BOX 577
CLACKAMAS, OR 97015

3692 - 41,418.00 ← OR CONTRACT # 10001
4073 271.54
41,689.54

ROSS BROS. CONSTRUCTION, INC.

⑈001618⑈ ⑆123000220⑆ 016 0111 589⑈

RECEIVED
APR 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FEB 1 6 1986

February 12, 1986

In Reply Refer To
File No.: CON 5
#10,001

Coral Sales Company
P.O. Box 577
Clackamas, OR 97015

Attn: Lizbeth Hatfield

We have received your letter of January 27, 1986, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY: Coral Sales Company

AMOUNT: $41,418

FOR: Material

AGAINST (Prime contractor): Ross Bros. Construction, Inc.

CONTRACT NO.: 10,001

PROJECT: Power Line Road-Bridge Road Section, McNary Highway, Umatilla County

SURETY: Safeco Insurance Company of America

AGENT: Robert W. Lagler

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company
of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

RECEIVED
APR 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

731-0146 (5-85)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 24, 1986

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

In Reply Refer to
File No.: CON
10,001

Ross Bros. Construction, Inc.
3501 Brooklake Road N
Salem, OR 97303

Attn: Scott Benge
EEO Officer

Gentlemen:

Re: Power Line Road - Bridge Road
FAP No. I-82-1(7)004
Contract No. 10,001
Show Cause Rescission

On March 24, 1986, you received a 30-day show cause notice from this office for failing to implement the required contract requirements pertaining to equal employment opportunity.

Your corrective action plan, discussed on April 8, 1986, and submitted on April 21, 1986, has been reviewed and determined to be acceptable. Your implementation of your corrective action plan shows that you are now taking the required affirmative action and can be considered in compliance with Title 23 USC 140. If it should later be determined that your corrective action plan is not sufficient to achieve compliance, this rescission shall not preclude a subsequent finding of noncompliance.

In view of the above, this letter is to inform you that the 30-day show cause notice of March 21, 1986, is hereby rescinded. You are further advised that if it is found that you have failed to comply with the provisions of your corrective action plan, formal sanction proceedings will be instituted immediately.

Very truly yours,

Larry Rulien
State Highway Engineer

LR:mk

CC: Dale E. Wilken, FHWA
W. E. Schwartz
Jack Sollis

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 25 '86
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

10,001

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
CON 3

TO: Bill Eklund
Asst. Comptroller

DATE: April 16, 1986

FROM: J. L. Widmer
J. L. Widmer
EEO, MBE, and Labor Compliance Officer

SUBJECT: Davison Dozing and Const. Inc. Allegation
Powerline Road - Bridge Road
Contract No. 10,001

Per our discussion on April 14, 1986, please review the attached letter from Davison Dozing and Construction, Inc. for possible audit action, as appropriate.

Ross Brothers Construction Inc., the prime contractor on this Project, is located at 3501 Brooklake Rd. N., Salem, OR.

JLW:sc

cc: Larry Rulien w/attach
W. E. Schwartz w/attach
Jack Sollis w/attach
Vern Skoog w/attach

Attachment

RECEIVED
STAT HWY ENGR
APR 17 '86
REFER TO

Info	Inves	R/D				File

81-129-1387

STATE OF OREGON **INTEROFFICE MEMO**

TO: John Widmer
E.E.O. & Labor Compliance Officer

DATE: 4/1/86

Mike Gardner
FROM: Mike Gardner
Project Manager

RE: Powerline Road- Bridge Road
Contract No. 10001

Attached is a letter from Davison Dozing and Construction, Inc. which makes some serious allegations concerning the certified payrolls submitted for subject project. They are requesting that we return the payrolls to them. We will not do this unless directed to by the Construction office. Please review and advise us how to handle the situation.

cc: Region
Construction
File

CE ...... CAE ...... RECEIVED SPC ...... IC ......
COE ...... OM ...... SA ...... CC ......
OE ...... APR 4 1986 FE ...... CP ......
CA ...... PQC ......
CAM ...... CONSTRUCTION QCS ......
EEO ...... SECTION FILE ......

Davison Dozing and Const. Inc.
P.O. Box 476
Dallas, Or. 97338

March 25, 1986

PROJECT MANAGER
RECEIVED
APR 01 1986
REFER TO:
FOR: INFO_____ FILE
ACTION_____ DATE

To: Oregon State Highway Division
P.O. Box 831
Hermiston, OR 97838

Re: Powerline Rd. Bridge Rd.
Contract No. 10001
Umatilla County

Att: Michael J. Gardner
Project Manager

Dear Sirs,

We would like to notify you at this time in regard to the payroll with Ross Bros. on project 10001. We, Davison Dozing and Const. Inc., had a contract with Ross Bros. to do the dirt work on project 10001 Unit Three. Ross Bros. wanted to handle all the money and pay the bills, which we agreed upon. We were told by Ross Bros. to get the time from Operators that were working on the job and make out the payroll and bring it to their office along with the certified payroll sheets for the State Highway Department.

Ross Bros. gave Davison Dozing and Const. Inc., a check for the net payroll and accepted the certified payroll sheets our office made out and sent them on to the State Highway Department. The certified payroll sheets were certified by Ross Bros.

This is to notify the State Highway Department that Ross Bros. had Davison Dozing and Const. Inc., make out certified payroll, and told us to bring the amount of payroll tax burden to their office, and they would pay the taxes. Each time our bookkeeper took the tax burden expense bill to Ross Bros. office, they only continued to ignore the State and Federal withholding tax burden. Its evident that the certified payroll was made out falsely, unaware to our office, so Ross Bros. could keep the money.

Therefore, we are notifing the State Highway Department that all payroll on project contract # 10001, made out by Davison Dozing and Const. Inc., is false and untrue. Please return all payroll sheets to us immediately. The Oregon Department of Revenue and I.R.S. is expecting this problem to be resolved immediately.

Thank You,

Dale A. Davison, Pres.

dmd

10,001

April 10, 1986　　　　CON 5 - 10,001

Northwest Pipe & Casing Co.
P.O. Box 38
Clackamas, Oregon 97015

Attention: Carolyn Kronenberg
Customer Accounts

Thank you for your letter of February 24, 1986, informing us that you have been paid in full by Gervais Construction.

You state this in reference to the Ross Bros. Construction, Inc., Contract No. 10,001 for work on the Power Line Road-Bridge Road Section of the McNary Highway in Umatilla County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

FKN:sb
cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Sec. of State
bbc: Bryant Jackmond

4/11/86
noted on card

NORTHWEST PIPE & CASING CO.

February 24, 1986

State of Oregon
Room 121
Transportation Building
Salem, Oregon 97310

Attention: Bob Gormsen

Per our telecon of February 24, 1986, this letter confirms that Northwest Pipe & Casing Company was paid in full by Gervais Construction on February 21, 1986, Contract No. 10001.

Best regards,

NORTHWEST PIPE & CASING COMPANY

Carolyn Kronenberg

Carolyn Kronenberg
Customer Accounts

CK/dp

RECEIVED
FEB 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

P.O. BOX 38 • CLACKAMAS, OREGON 97015 • TELEPHONE 503/659-5650

10,001

April 10, 1986

CON 5 - 10,001

AGC-Operating
Engineers
Trust Funds
P. O. Box 4668
Portland, OR 97208

Attn: Barbara J. Ford
Delinquency Coordinator

Thank you for your letter of February 19, 1986, stating that you have received payment in the amount of $7,668 for a claim filed against Ross Bros. Construction, Inc.

This claim was against Contract No. 10,001 for work on the Power Line Road-Bridge section of McNary Highway in Umatilla County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

FKN:sb

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Sec. of State

bcc: Bryant Jackmond

Noted on card 4/11/86

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

February 19, 1986

Mr. Robert W. Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

RE: CON 5 #10,001
Project: Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
Prime: Ross Bros. Construction, Inc.
Sub: Davison Dozing & Construction, Inc.
Surety: Safeco Insurance Company of America

Gentlemen:

Please be advised that we have now received payment in the amount of $7,868.00 representing payment of contributions of $7,570.36 and interest of $297.64 from Ross Bros. Construction, Inc. in payment of our Notice of Claim filed on December 23, 1985 with your office. Please consider the claim paid in full.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

B J Ford

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

cc: Ross Bros. Construction, Inc.
Safeco Insurance Company of America
Davison Dozing & Construction, Inc.
John Widmer

RECEIVED
FEB 20 1986
COMMISSIO [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E. Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees	*Union Trustees*
LLOYD BABLER, JR., *Chairman*	DEAN WEAR, *Secretary*
RICHARD ROBERTSON, *Vice Chairman*	CHARLES WALLING, *Vice Secretary*
ARTHUR WEEKS	CHARLES MARLIN
JAMES M. WRIGHT	FRANCIS WICKLANDER

AGC Oregon-Columbia Chapter

10 [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 1, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Irrigation Pump Electric Service Relocation
Umatilla Electric Cooperative Association
Power Line Road - Bridge Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(7)004

E. S. HUNTER

Confirmation of your verbal authorization for Umatilla Electric Cooperative Association to proceed with the relocation of their electric service to an irrigation pump in conflict with this project as of March 31, 1986 is requested. An estimate of cost has been received from the Association in the amount of $1,768.00. This estimate is presently being reviewed by the Highway Accounting Section and upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
March 31, 1986 is approved

David B Carter

David B. Carter, Area Engineer

JMC:jr

cc: E. S. Hunter ✓
D. L. Trout
Pete Gonzalaz
Robert D. Hector
Mike Gardner
Tom Carman

RECEIVED
STAT HWY ENGR
APR 7 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

jc

10 [illegible]

U. S. DEPARTMENT OF TRANSPOF TION
FEDERAL HIGHWAY ADMINI ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(7)004

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO
4-1-86

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE April 4, 1985

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:
Power Line Road - Bridge Road Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 2/24/86, this will confirm the advance approval date of 4/4/85 contingent upon modification of Project Agreement if additional funds are required for preliminary engineering and attorney fees on an actual cost basis to be $8,646; Federal Funds $7,974.

The Agreement with the Westland Irrigation District is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
APR 2 '86
REFER TO Potter
FOR
Info | Invest. | R/D | [illegible] | [illegible] | Act | File

Orig. to
4/2

14. DATE 4/1/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (Rulien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STAT HWY ENGR
APR 11 '86
REFER TO Fredrickson
FOR Info Invest R/D C/R Sgn Act File

REGION NO. 10	REPORT NO. 5	COUNTY Umatilla	DIVISION Oregon
IN COMPANY WITH Ike Snell, Asst, Project Manager; OSHD			
DATE OF INSPECTION March 31, 1986	INSPECTION MADE BY D. B. Carter, Area Engineer		PROJECT NO. State Project I-82-1(70)04
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 67 %	WORK COMPLETED 70 %

COPY SENT 4/14

APR 10 1986

POWERLINE RD. - BRIDGE RD. SECTION
MC NARY HIGHWAY
Grading, Paving & Structures

NOTED
W. E. SCHWARTZ

WORK COMPLETED

Grading	87% Complete
Embankment in place	55% Complete
Bridge #16447 (Powerline Rd.)	Superstructure concrete placed.
Bridge #16448 (Bridge Rd.)	Bridge rail and miscellaneous work remain.

WORK IN PROGRESS

General grading work in vicinity of Powerline Road.

Making preparations to begin post tensioning of structure at Powerline Rd.

COMMENTS

The Westland Canal is now complete and ready to accept water except for some work that the Westland Canal District is doing near the vicinity of Bridge Road.

A wet area has been encountered at the southbound grade between approximate Stations 435-445. The subsurface water will be intercepted along the ditch line through the use of underground drains. Present plans are to pipe the water under the northbound lanes and the relocated Westland Canal to a ditch. The cost to do this work is estimated to be approximately $15,000. The work has not yet begun.

Some excess material exists at the north end of the project. This material will be used to flatten slopes and contour the Powerline Road interchange area to the extent possible. A waste area is available if it becomes necessary to waste some material.

- DBC -

10,001

CERTIFIED MAIL

RETURN RECEIPT REQUESTED

March 21, 1986

RECEIVED
STATE HWY ENGR
APR 2 '86
REFER TO
FOR
Info | Inves | R/D | D R | Sign | Act | File

NOTED
W. E. SCHWARTZ

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Attn: Larry Carter
Project Manager

RE: Power Line Rd.-Bridge Rd.
FAP No. I-82-1 (7) 004
Contract No. 10,001
Show Cause Notice

As a result of the review on the above project conducted on March 19, 1986, by the Oregon State Highway Division, it is our determination that you are not in compliance with your equal opportunity requirements and that Good Faith Efforts have not been made to meet your equal opportunity requirements in the following areas:

1. On-site work force goals for minorities in the carpenter, laborer, and equipment operator crafts, and females in the carpenter, operator, and cement mason's crafts.

2. All the specific affirmative action steps as listed in the contract Special Provisions 6A to 6P.

3. Failure to provide on-the-job training as required by and in conformance with the contract training Special Provisions.

Your failure to take the contractually required affirmative action has contributed to the unacceptable level of minority and female employment in your operations, particularly in the semiskilled and skilled categories of employees.

The Federal Highway Administration Title 23 CFR 140 regulations are applicable to your Federal and/or Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, Form PR-1273, Clause II). Title 23 USC 140 provides that when equal opportunity deficiencies exist, it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance. The commitment must include the specific action which you propose to take to correct each deficiency and the date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction. In accordance with instructions issued by the Federal Highway Administration longer than the minimum period necessary to effect the necessary correction. In accordance with instructions issued by the Federal Highway Administration your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority and female representation at each level of each trade and a list of minority employees.

You are specifically advised that making the commitment discussed above will not preclude a further determination of noncompliance upon a finding that the commitment is not sufficient to achieve compliance.

We will hold a compliance conference at 3501 Brooklake Rd. N., Salem, OR at 1:30 p.m. on April 3, 1986 for you to submit and discuss your written commitment. If your written commitment is acceptable and if the commitment is sufficient to achieve compliance, you will be found in compliance during the effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration and the department of Transportation and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If you indicate either directly or by inaction that you do not wish to participate in the scheduled conference and do not otherwise show cause within 30 days from receipt of this notice why enforcement proceedings should not be instituted, this agency will commence enforcement proceedings under Title 23, USC 140.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal opportunity contract requirements has taken place, any Federal and/or Federal-aid highway construction contracts or subcontractors which you hold may be canceled, terminated, or suspended, and you may be debarred from further such contracts or subcontracts. Such other sanctions as are authorized by the Department of Transportation may also be imposed.

Ross Bros. Construction Inc.
Sample Show Cause Notice
Page 3

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to (J. L. Widmer, Department of Transportation, Highway Division, Transportation Building, Salem, OR 97310)

ORIGINAL SIGNED B
L. W. RULIEN
Larry Rulien
State Highway Engineer

LR:JLW:sc

Enclosure: Conciliation Agreement

bc: Dale E. Wilken w/attach. (2)
W. E. Schwartz
Jack Sollis

03214s

CONCILIATION AGREEMENT

Subsequent to Show Cause Notice

If, at any time in the future, FHWA believes that ____________________ ____________________ has violated any portion of this agreement, ______________________________ shall be promptly notified of that fact in writing. This notification shall include a statement of the facts and circumstances relied upon in forming that belief. In addition, the notification shall provide ____________________ ______________ with 15 days to respond in writing except where FHWA alleges that such delay would result in irreparable injury. It is understood that enforcement proceedings for violation of this agreement may be initiated at any time after the 15 day period has elapsed (or sooner if irreparable injury is alleged) without issuance of a Show Cause Notice.

It is recognized that where FHWA believes that the contractor has breached the conciliation agreement, evidence regarding the entire scope of ______________________________ alleged non-compliance which gave rise to the Show Cause Notice from which the conciliation agreement resulted, in addition to evidence regarding ______________ ____________________ alleged violation of the conciliation agreement, may be introduced at the enforcement proceeding.

It is further recognized that liability for violation of this agreement may subject ______________________________ to sanctions as set forth under law.

______________________________ Contractor's signature

______________________________ Date

CL 1986-0076

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 21 1986
BARBARA ROBERTS
SECRETARY OF STATE

March 18, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - #10,001

Mills & McMillin
Attorneys At Law
715 Commercial St. N.E.
Salem, OR 97301

Attention: Michael Mills

We have received your letter dated February 11, 1986, on behalf of Mocon Corporation, filing a claim against the following Highway Division contract:

FILED BY:	Mocon Corporation
AMOUNT:	$21,066.40
FOR:	Equipment, labor, materials and rental
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Davison Dozing
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Company of America
AGENT:	Robert W. Lagler

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
APR 1 0 1

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Co.
of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

[illegible]

RECEIVED
MAR 24 1986
COMMISSION SERVICES
[illegible]

[illegible]

MILLS & McMILLIN
Attorneys At Law
715 Commercial St. N.E.
Salem, Oregon 97301

Telephone (503) 588-0556

MICHAEL MILLS
CRAIG McMILLIN
FRANK E. BOCCI, JR.

February 11, 1986

Certified Mail / Return Receipt Requested To All Addressees

ROSS BROTHERS CONSTRUCTION INC.
3501 Brooklake Road N.
Salem, OR 97303

** OREGON STATE HIGHWAY DEPARTMENT
Department of Transportation
Transportation Building
Salem, OR 97310

SECRETARY OF STATE
Oregon State Capitol
Salem, OR 97310

NOTICE IS HEREBY GIVEN that the undersigned Mocon Corporation has a claim for furnishing and rental of earthmoving and related equipment, labor, materials and rental in the sum of $21,066.40 against the bond taken from Safeco Insurance Co., and any other bonds furnished by Ross Brothers Construction, Inc. for the work on the power line road, bridge road in Umatilla County, Oregon.

Such material and equipment rental was supplied to Ross Brothers Construction, Inc. THROUGH DAVISON DOZING.

Dated this 11th day of February, 1986.

Michael Mills
Attorney for Mocon Corporation

MM:mo
cc: Mocon Corporation

** Certified No. P-003-678-612

RECEIVED
FEB 19 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
FEB 14 '86
REFER TO
Construction
FOR
Info Inves R/D

10,001

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

March 6, 1986

In Reply Refer to
File No.:

Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

Attn: Larry Carter
Project Manager

RECEIVED
STATE HWY ENGR
MAR 7 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

R

Gentlemen:

Re: Power Line Road-Bridge Road
FAP No. I-82-1(7)004
Contract No. 10001
EEO/MBE Compliance Review

To confirm my March 6, 1986 telephone conversation with Steve Ross, an Equal Employment Opportunity/Minority Business Enterprise compliance review of your organization will be held on March 19, 1986. This review will be held at 1:30 p.m. in your project office near Hermiston, Oregon. The Oregon State Highway Division will conduct the review and invite representatives from the Federal Highway Administration to attend.

Please have the following information available at the review:

1. Monthly consolidated Employment Utilization Reports (CC 257's) from June 1985 through February 1986.

2. List of all new hires by name, race, sex, date employed, date terminated, and craft.

3. List of trainees and/or apprentices in contract required training positions by name, race, sex, date employed, date terminated, craft and hours of training for each employee, if applicable.

4. List of subcontractors and material suppliers showing dollar amount of agreements and MBE status, as appropriate.

5. Copies of written notices and documented efforts to employ minorities and women from referral sources to meet contract workforce goals.

After reviewing your records and your compliance with all phases of the EEO/MBE contract requirements, I will inspect the project and may interview employees.

If you have any questions, please feel free to contact me at 373-7213.

Sincerely,

J. L. Widmer
EEO, MBE & Labor Compliance
Officer

JLW:mk

bc: Dale E. Wilken
~~Larry Bulien~~
R. D. Hector
Mike Gardner

09043M

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 24, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter **ORIGINAL SIGNED BY GARY A. POTTER**
Manager, Program Section

RECEIVED
STAT HWY ENGR

FEB 26 '86

REFER TO

FOR

Info	Inves	R/O	D/R	Sign	Act	File

SUBJECT: Engineering and Inspection
Irrigation Facilities Relocation
Westland Irrigation District
Power Line Road - Bridge Road Section
McNary Highway
Umatilla County
Project No. I-82-(7)004

Here is a copy of actual cost billings for preliminary engineer and attorney fees required to finalize an agreement between Westland Irrigation District and the State Highway Division; and an estimate of cost for engineering and inspection during the relocation and reconstruction of the District's facilities.

A certification prepared by Thomas G. Carman as to District's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The relocation and reconstruction of the District's facilities has been a matter of numerous meetings and exchange or correspondence over several years. The finalized relocation agreement was previously supplied to your office. The relocation of the District's facilities has been included as part of the State's highway construction project. The agreement for the engineering and inspection will consist of the estimate submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment transmission facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of April 4, 1985 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $8,646.

JMC:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
Tom Carman

CL.1986-0081

10,001

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 12, 1986

IN REPLY REFER TO
FILE NO.: CON 5
#10,001

Northwest Pipe & Casing Co.
P.O. Box 38
Clackamas, OR 97015

Attention: Carolyn Kronenberg
Customer Accounts

We have received your letters dated January 30 and 31, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Northwest Pipe and Casing
AMOUNT:	$15,684
FOR:	Material
AGAINST (Prime Contractor):	Ross Bros. Construction, Inc.
SUBCONTRACTOR:	Gervais Construction
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Company of America
AGENT:	Robert W. Lagler

NOTED ON CARD
5/21/86 CB

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company
of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
FEB 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NORTHWEST PIPE & CASING CO.

#2

JANUARY 30, 1986

STATE OF OREGON
BOB GORMSEN
ROOM 121
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BOB:

NORTHWEST PIPE AND CASING HAS SUPPLIED PIPE IN THE AMOUNT OF $15,684.00 TO THE POWER LINE ROAD JOB, CONTRACT NUMBER 10001. WE SOLD THE PIPE TO GERVAIS CONSTRUCTION IN BROOKS, OREGON. IN TURN THEY DID THE WORK FOR ROSS CONSTRUCTION. WE SHIPPED THE PIPE ON OCTOBER 28, 1985. THE SIZE AND QUANITY OF PIPE ARE AS FOLLOWS:

15 PCS 18"OD X 3/16" WALL X 40' LONG

15 PCS 12 3/4"OD X 1/4" WALL X 40' LONG

AS FAR AS I KNOW ROSS CONSTRUCTION HAS NOT PAID GERVAIS FOR THE PIPE.

PLEASE DO WHAT EVER IS NECESSARY TO PLACE A LIEN ON THE BOND FOR THIS JOB.

THANK YOU,
NORTHWEST PIPE AND CASING
Carolyn Kronenberg
CAROLYN KRONENBERG
CUSTOMER ACCOUNTS

RECEIVED
FEB - 4 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9200 S.E. LAWNFIELD ROAD • P.O. BOX 38 • CLACKAMAS, OREGON 97015 • TELEPHONE 503/659-5650

NORTHWEST PIPE & CASING CO.

JANUARY 31, 1986

STATE OF OREGON
BOB GORMSEN
ROOM 121
TRANSPORTATION BUILDING
SALEM, OREGON 97310

BOB:

NORTHWEST PIPE AND CASING HAS SUPPLIED PIPE IN THE AMOUNT OF $15,684.00 TO THE POWER LINE ROAD JOB. THE CONTRACT NUMBER IS 10001. WE SOLD THE PIPE TO GERVAIS CONSTRUCTION IN BROOKS, OREGON. IN TURN THEY DID THE WORK FOR ROSS CONSTRUCTION. WE SHIPPED THE PIPE ON DECEMBER 9, 1985. THE SIZE AND QUANITY ARE AS FOLLOWS:

15 PCS 18"OD X 3/16" WALL X 40' LONG

15 PCS 12 3/4"OD X 1/4" WALL X 40' LONG

AS FAR AS I KNOW, ROSS CONSTRUCTION HAS NOT PAID GERVAID FOR THE PIPE.

PLEASE DO WHAT EVER IS NECESSARY TO PLACE A LIEN ON THE BOND FOR THIS JOB.

THANK YOU,
NORTHWEST PIPE AND CASING
Carolyn Kronenberg
CAROLYN KRONENBERG
CUSTOMER ACCOUNTS

RECEIVED
FEB - 4 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9200 S.E. LAWNFIELD ROAD • P.O. BOX 38 • CLACKAMAS, OREGON 97015 • TELEPHONE 503/659-5650

10,001.
CL 1986-0082

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

February 12, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#10,001

Coral Sales Company
P.O. Box 577
Clackamas, OR 97015

Attn: Lizbeth Hatfield

We have received your letter of January 27, 1986, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY:	Coral Sales Company
AMOUNT:	$41,418
FOR:	Material
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Company of America
AGENT:	Robert W. Lagler

NOTED ON CARD
3/21/86 CB

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company
of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
FEB 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

January 27, 1986

Mr. Robert W. Gormsen
Manager of Commission Service
121 Transportation Building
Salem, Oregon 97310

Re: Oregon State Highway Division Contract #10001
Power Line Road - Bridge Road

Dear Sir:

We would like to file a claim for payment of material purchased (tube metal railing for Bridge 16447 and 16448) from Coral Sales Company by Ross Brothers Construction (Prime: Ross Brothers Construction) on September 27, 1985 in the amount of $41,418.00.

We have been most patient in this matter, but feel we have no recourse but to protect our lien rights.

Thank you very much.

Sincerely yours,
CORAL SALES COMPANY
Lizbeth Hatfield
Lizbeth Hatfield

LH/sdl

cc: Steve Ross,
Ross Bros. Construction

RECEIVED
[illegible] 1986
COMMISSION SERVICES
[illegible]

CORAL SALES COMPANY
P. O. Box 577
[illegible] S.E. HWY. 212
CLACKAMAS, OR 97015
([illegible]) [illegible]x 6351

B 4302

INVOICE DATE	10-27-85
OUR ORDER NO	B3692
YOUR ORDER NO.	5141
TERMS	ET 30 1½%
F.O.B.	Umatilla
SALESMAN	DPD
SHIPPED VIA	PH Trucking

227-3394
Ross Bros. Const. Inc.
3501 Brooklake Road North
Salem, OR 97303

SHIPPED TO
Ross Bros. Jobsite Near Umatilla, ORegon

PPD OR COLL: PPD X

QUANTITY	DESCRIPTION	PRICE	AMOUNT
801 lf	Two Tube Metal Railing for Bridge 16447 (Power Line Road)	$ 26.00	$20,826.00
792 lf	Two Tube Metal Railing for Bridge 16448 (Bridge Road)	$ 26.00	$20,592.00
	Includes anchorages and guard rail connections		$41,418.00
			LH

Oregon State Highway Dept. Contract 10001,
Power Line Road - Bridge Road

S B/L 9852796 9-20-85
S B/L 9852797 9-20-85

Thank you

RECEIVED

POSTED

FORM 14408 RAPIDFORMS, INC., BELLMAWR, N.J. 08031

MILLS & McMILLIN
Attorneys At Law
715 Commercial St. N.E.
Salem, Oregon 97301

Telephone (503) 588-0556

MICHAEL MILLS
CRAIG McMILLIN
FRANK E. BOCCI, JR.

February 11, 1986

Certified Mail / Return Receipt Requested To All Addressees

ROSS BROTHERS CONSTRUCTION INC.
3501 Brooklake Road N.
Salem, OR 97303

** OREGON STATE HIGHWAY DEPARTMENT
Department of Transportation
Transportation Building
Salem, OR 97310

SECRETARY OF STATE
Oregon State Capitol
Salem, OR 97310

NOTICE IS HEREBY GIVEN that the undersigned Mocon Corporation has a claim for furnishing and rental of earthmoving and related equipment, labor, materials and rental in the sum of $21,066.40 against the bond taken from Safeco Insurance Co., and any other bonds furnished by Ross Brothers Construction, Inc. for the work on the power line road, bridge road in Umatilla County, Oregon.

Such material and equipment rental was supplied to Ross Brothers Construction, Inc. THROUGH DAVISON DOZING.

Dated this 11th day of February, 1986.

Michael Mills
Attorney for Mocon Corporation

MM:mo
cc: Mocon Corporation

** Certified No. P-003-678-612

RECEIVED
STATE HWY ENGR
FEB 14 '86
REFER TO
Construction
FOR
Info Invest R/O D/R Sign Act File

ROAD DESIGN SECTION 378-3487

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

February 6, 1986

D. O. Christensen
Road Design Engineer

File 54983
Power Line Rd. (Scott Property) Section
Columbia River Highway
Umatilla County

Attached is a description (1 file), an authorization and right of way prints covering right of way required for the subject project.

ORIGINAL SIGNED BY
By: G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(7)004

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
FEB 11 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE September 3, 1985

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Power Line Road - Bridge Road Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr.Potter's letter dated 1-22-86 this will confirm the advance approval date of 9-3-85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the UECA's power service line facilities on a lump sum basis estimated to be $384.09; Federal Funds $355.00.

The Agreement with the Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 2/5/86

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CL 1986-0065
10,001

FILED
FEB 10 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 27, 1986

IN REPLY REFER TO
FILE NO.:
CON 5
#10,001

AGC-Operating Engineers Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Barbara J. Ford
Delinquency Coordinator

We have received your letter dated December 23, 1985, with attached Notice of Claim concerning the following Highway Division contract:

FILED BY:	AGC-Operating Engineers Local 701 Trust Funds
AMOUNT:	$7,570.36 together with liq. damages of $739.80 and interest until paid
FOR:	Fringe benefits due employees of Davison Dozing & Construction, Inc.
AGAINST (Prime contractor)	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Company of America
AGENT:	Roger W. Lagler

NOTED ON CARD
5/21/86 CB

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

December 23, 1985

Safeco Insurance of America
4101 SW Kruse Way
Lake Oswego, OR 97034

RE: Project: OSHD #10001 - Powerline Rd. - Bridge Rd. Section - McNary Hwy. - Umatilla County, Oregon
Prime: Ross Bros. Construction Co., Inc.
Sub.: Davison Dozing & Construction, Inc.
Bond #: 4370277

Gentlemen:

Enclosed please find Notice of Claim for $8,532.10 on the above project. Copies of this claim have been sent to Ross Bros. Constr. Co., Davison Dozing & Constr. and State of Oregon, Department of Transportation. This claim is subject to revision in the event of amended certified payrolls or future audit.

We would appreciate hearing from you regarding payment.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

cc: Ross Bros. Construction Co., Inc.
Davison Dozing & Construction, Inc.
✓Oregon Department of Transportation

RECEIVED
DEC 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E. Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

Union Trustees
DEAN WEAR, *Secretary*
CHARLES WALLING, *Vice Secretary*
CHARLES MARLIN
FRANCIS WICKLANDER

AGC Oregon-Columbia Chapter

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO:
Oregon Department of Transportation
Commission Services
Attn: Robert Gormsen
121 Transportation Building
Salem, OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of DAVISON DOZING & CONSTRUCTION, INC. working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of SEVEN THOUSAND FIVE HUNDRED SEVENTY AND 36/100ths DOLLARS, ($7,570.36) contributions together with liquidated damages of SEVEN HUNDRED THIRTY NINE AND 80/100ths DOLLARS, ($739.80) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on or about ________ bond no. 4370277 on which ROSS BROS. CONSTRUCTION CO., INC. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, is the owner, and SAFECO INSURANCE OF AMERICA is the surety, for that project known as OSHD #10001 POWERLINE RD. - BRIDGE RD. SECTION - McNARY HWY. UMATILLA COUNTY, OREGON

DATED: 12/23/85

RECEIVED
DEC 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC - OPERATING ENGINEERS
LOCAL 701 TRUST FUNDS

Gary Harrison
Trust Administrator
P. O. Box 4668
Portland, OR 97208

***Subject to revision

Contributions (per attached schedule):	$7,570.36
Liquidated Damages:	739.80
Interest (to 12/20/85):	221.94
Total currently due:	$8,532.10

RECEIVED
DEC 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

INDICATE ANY
OWNERSHIP OR
ADDR CHANGE.

P. BOX 4668 PORTLAND, REGON 97208
2929 N.W. 31ST AVE. PORTLAND, OREGON 97210
TELEPHONE (503) 223-3185

Ross Bro's

DAVISON DOZING & CONST INC
PO BOX 476
DALLAS, OR 97338

LOCAL 701

EMPLOYER NUMBER	MONTH BEING REPORTED	REPORTS DUE
02573	08/85	09/20/85

EMPLOYER AFFILIATION CODE: HVY6

PAGE 1

SOCIAL SECURITY NUMBER			EMPLOYEE NAME AND INITIALS LAST	FIRST MIDDLE	DISPATCH DATE/AUTHOR	HOURS WORKED	UNION DUES RATE & AMT	TERM. DATE	ASSOCIATE FLATRATE
534	34	6035	BERNIER	D W		123.5	x.12 = 1482		
543	36	2859	CHATFIELD	J	7/01/85 YES	23 5	X.12= 2.82		
540	74	8809	DAVISON	D D					
542	34	8544	FLESHMAN	E	7/01/85 YES		X.12= –0–		
542	46	4697	HICKMAN	S G					
554	45	9939	IOTT	R L		160	x.12 = 19.20		
543	28	0933	IRVIN	G	7/01/85 YES	160	X.12= 19.20		
543	66	3081	IRVIN	W H		160	x.12 = 19.20		
537	36	3460	JONES	D	7/01/85 YES	160.	X.12= 19.20		
543	32	3785	LEE	A	6/20/85 NO	147.	x.12 = 17.64		
540	40	8913	LOVGREN	S R	7/01/85 YES		X.12=		
476	18	4722	LUGAUER	G L		137.	x.12 = 16.44		
540	58	5692	SHARER	E	6/05/85 yes				
541	34	5076	Dummert	E	7/26/85 Yes	107.	x.12 = 12.84		
544	46	6637	Griffin	W	7/31/85 yes	96	x.12 = 11.52		
533	32	2207	Jones	R.		4.	x.12 = .48		
541	44	0683	Bone	W	7/23/85 Yes	99^5	x.12 = 11.94		
535	26	1273	Bowen	G	8/1/85 yes	52	x.12 = 6.24		
528	22	9863	Coleman	J		7	x.12 = .84		

THE HEREIN NAMED EMPLOYER CERTIFIES THAT IT IS SIGNATORY TO AND BOUND BY A WRITTEN COLLECTIVE BARGAINING AGREEMENT REQUIRING CONTRIBUTIONS TO THE FUNDS LISTED HEREON.

PLEASE RETURN APPROPRIATE COPIES WITH REMITTANCE TO:

OET--C/O BANK OF CALIFORNIA
P. O. BOX 3121 (TRUST DEPT)
PORTLAND, OREGON 97208

THE LAST COPY IS FOR YOUR FILES.

PLEASE FOLLOW THESE INSTRUCTIONS

1. COMPLETE THE REPORT EITHER BY PRINTING OR TYPING.
2. SOCIAL SECURITY NUMBERS MUST BE ACCURATE
3. COMPENSABLE HOURS INCLUDE ALL PAID TIME INCLUDING ANY OVERTIME HOURS. THIS REPORT IS TO BE COMPLETED MONTHLY AND SHALL INCLUDE THE PAYROLL PERIOD CLOSING NEAREST TO THE FIRST OF THE MONTH. IF YOU HAD NO EMPLOYEE WORK ACTIVITY IN THE MONTH, SO STATE AND RETURN THE REPORT
4. REPORTS NOT RECEIVED IN THE ADMINISTRATOR'S OFFICE BY THE REPORTS DUE DATE SHOWN ABOVE ARE SUBJECT TO PENALTIES IN ACCORDANCE WITH THE TRUST AGREEMENTS

NOTE: TO ADD OR CORRECT INFORMATION TO THE ABOVE INFORMATION, LINE OUT THE INCORRECT INFORMATION AND ENTER THE REVISED INFORMATION.

SEE INSTRUCTION MANUAL FOR ADDITIONAL INSTRUCTIONS.

FUND	RATE/EMPL.	NUMBER	$ DUE FOR THIS RPT	OVER/SHORT ADJ.	NET $ PAID
ASSOCIATE FLATRATE					
HOURLY FUNDS	RATE/HOUR	TOTAL HRS. RPTD.			
HLTH&WLF	2.48	1436^5	3,562.52		3562.52
PENSION	1.47	$1436.^5$	2,111.66		2,111.66
TRAINING	.20	$1436.^5$	287.30		287.30
CIAF					
VACATION	1.00	1436^5	1,436.50		1,436.50
701 DUES	.12	1436^5	172.38		172 38
				TOTAL $ PAID ▶	7,570.36

AUTHORIZED SIGNATURE	DATE

THE EMPLOYER IN MAKING THESE PAYMENTS AGREE TO ABIDE BY THE TERMS AND CONDITIONS OF
AGC-IUOE LOCAL 701
TRUST FUNDS

5.27

CHECK IF YOU WANT:
☐ EMPLOYEES PREPRINTED
☐ NO EMPLOYEES PRINTED

MAKE CHECKS PAYABLE TO: AGC-IUOE LOCAL 701
TRUST FUNDS

ISON DOZING & CONST INC LOCAL 701 C25[illegible] 08/85

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

January 22, 1986

RECEIVED
STATE HWY ENGR
JAN 23 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Electric Power Service Line Removal
Umatilla Electric Cooperative Assocation
Power Line Road-Bridge Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(7)114

Here is a copy of a lump sum estimate of cost to remove Umatilla Electric Cooperative Association's (UECA) power service line facilities dated October 10, 1985, and a sketch showing the facilities to be removed.

A certification prepared by Thomas Carman as to UECA's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, UECA was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted therewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed removal will not be required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1.

Form 734-3122

There will be no betterment derived from the proposed removal of UECA's facilities.

Your approval of the lump sum agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 3, 1985 under the provisions of FHPM 6-6-3-1 is requested. Cost to the State is $384.09.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Tom Carman

January 21, 1986

CON 5 - 9875
10,001

Jo Von Concrete Pumping
Route 2, Box 2035
Hermiston, OR 97838

Attention: Lois Groves

This will acknowledge your letter dated December 20, 1985, filing claims against the following Highway Division contracts:

FILED BY:	Jo Von Concrete Pumping
AGAINST (Prime contractor)	Ross Bros. Construction, Inc.
SURETY:	Safeco Insurance Co. of America
AGENT:	Robert W. Lagler
CONTRACT NO.:	9875
PROJECT:	Umatilla River (Riverside) Bridge and UPRR U'Xing, Oregon-Washington Highway, Umatilla County
AMOUNT:	$6,175.25
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
AMOUNT:	$4,793.50

Total late charges for both contracts: $331.53 with total claim amount $11,300.28.

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

Robert W. Gormsen
COMMISSION SERVICES

FKN:slp

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. North
Salem, OR 97303

Safeco Insurance Company
of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter

bbc: Bryant Jackmond

NOTED ON CARD
1-21-86 slp

12-20-85

Dear Bob,

Thank you for assisting in collecting from Ross Bro.

As I stated in our phone Conversation my husband was killed in a Construction accident Aug. 12th. My only means of income at present is accounts receivable.

I have seperated all three jobs, and have enclosed a statement sent Ross Bro. for balance owing plus late chg.

Thank you.

Sincerely,
Lois Groves

11,300.28 use this amount

JO VON CONCRETE PUMPING
RT. 2 BOX 2035
HERMISTON, OR 97838
(503) 567-5796

PLEASE DETACH AND RETURN WITH YOUR REMITTANCE $____________

DATE	REFERENCE NUMBER	DETAIL	BALANCE FORWARD →				BALANCE	
			CHARGE		CREDIT			
		C5110 9875	6175	25			6175	25
		Bridge # 16447	2463	00			8638	25
		Bridge # 16448	2330	50			10968	75
11-85		Late Chg	164	53			11,133	28
12-85		" "	167	00			11,300	28
		FINANCE CHARGE						

SAFEGUARD BUSINESS FORM NO. AR-7-Z

The **FINANCE CHARGE** entered on the billing date is computed by a periodic rate of 1½% (or a min. of 50 cents on balances under $25) per month which is an **ANNUAL PERCENTAGE RATE OF** 18% applied to the previous balance before deducting credits, payments or adding purchases appearing on this statement. To avoid additional **FINANCE CHARGES** pay the "New Balance" before the billing date next month.

PAY LAST AMOUNT IN BALANCE COLUMN

JO VON CONCRETE PUMPING

751.50
391.00
404.50
538.00
905.50
776.25
917.50
383.00
642.00
461.00
6,175.25 T

VON
ETE PUMPING

STON, OREGON 97838 • (503) 567-5796

DATE 4/22 19 85

Bothers

on OHIO 9875

Starting Time 8:00

OPERATOR Kon Ending Time

Job Starting Time 9:00 [✓ a.m.] p.m.

Job Ending Time 3:30 a.m. [✓ p.m.]

Total Time 6 1/2 At Per Hour 87^{00} 565^{50}

Yards Pumped 62 At Per Yard 2^{00} 124^{00}

Mileage Starting 57175

Ending 57206

Total 31 At Per Mile 2^{00} 62^{00}

Remarks

751^{50}

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment

NO

№ 2049

Customer Signature

JO·VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 04/25 19 85

ACCOUNT OF Boss Brothers construction

BILLING ADDRESS

JOB ADDRESS OHIO bridge Pendleton. ORE

JOB PURCHASE ORDER NO.

Starting Time 9:30

OPERATOR Ron Ending Time

Job Starting Time 11:30 [✓ a.m.] p.m.

Job Ending Time 5:00 a.m. [✓ p.m.]

Total Time 5 1/2 At Per Hour 87^{00} 478^{50}

Yards Pumped ~~30~~ 35 At Per Yard 2^{00} 70^{00}

Mileage Starting

Ending

Total 30 At Per Mile 2^{00} 60^{00}

608^{50}

Remarks $2\frac{1}{2}$ hrs Lost Due to pump Down -217^{50}

391^{00}

Russell Quillen

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment
B. To provide for adequate scheduling of concrete delivery
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper
E. To provide hoisting of lines above third floor
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

№ 2050

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 4/22 1985

ACCOUNT OF Ross Brothers

BILLING ADDRESS

JOB ADDRESS Pendleton OSHO 9875

PURCHASE ORDER NO.

Starting Time 8:00

OPERATOR Ron

Ending Time

Job Starting Time 9:00 [✓ a.m.] p.m.

Job Ending Time 3:30 a.m. [✓ p.m.]

Total Time 6½ At Per Hour 87.00 565.50

Yards Pumped 62 At Per Yard 2.00 124.00

Mileage Starting 57175

Ending 57206

Total 31 At Per Mile 2.00 62.00

Remarks

$751.50

[redacted]

[redacted]

RESPONSIBILITIES OF CUSTOMER:

- A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
- B. To provide for adequate scheduling of concrete delivery.
- C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper.
- E. To provide hoisting of lines above third floor.
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment

№ 2049

Customer Signature

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 04/25 1985

ACCOUNT OF Ross Brothers construction

BILLING ADDRESS

JOB ADDRESS OHSO bridge Pendleton. ore

JOB PURCHASE ORDER NO.

Starting Time 9:30

OPERATOR Ro

Ending Time

Job Starting Time 11:30 [✓ a.m.] p.m.

Job Ending Time 5:00 a.m. [✓ p.m.]

Total Time 5½ At Per Hour 87.00 478.50

Yards Pumped ~~30~~ 35 At Per Yard 2.00 70.00

Mileage Starting

Ending

Total 30 At Per Mile 2.00 60.00

608.50

Remarks 2½ hrs Sitting Due to pump Mixer - 217.50

Lost Down $391.00

Russell

RESPONSIBILITIES OF CUSTOMER:

- A. To provide a pumpable mix in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment
- B. To provide for adequate scheduling of concrete delivery
- C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper
- E. To provide hoisting of lines above third floor
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

№ 2050

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 4-29 19 85

ACCOUNT OF Ross Bros Con't

BILLING ADDRESS

JOB ADDRESS OSHD 9873

JOB PURCHASE ORDER NO. 59-130-20-E

Starting Time

OPERATOR Von Ending Time

Job Starting Time 12:00 a.m. p.m.

Job Ending Time 3:30 a.m. p.m.

Total Time $3\frac{1}{2}$ At Per Hour 87^{00} 304^{50}

Yards Pumped 18 At Per Yard 2^{00} 36^{00}

Mileage Starting

Ending

Total 32 At Per Mile 2^{00} 64^{00}

$ 404^{50}

Remarks

RESPONSIBILITIES OF CUSTOMER:
A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2034 Customer Signature

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 06-3- 19 85

ACCOUNT OF Ross Brothers construction

BILLING ADDRESS Pendleton oregon

JOB ADDRESS OSHD 9875 RR Bridge

JOB PURCHASE ORDER NO.

Starting Time 8:30

OPERATOR Ron Ending Time

Job Starting Time 9:30 [✓ a.m.] p.m.

Job Ending Time 1:27 a.m. [✓ p.m.]

Total Time ~~30~~ 4 hrs At Per Hour 87^{00} 348^{00}

Yards Pumped 60 At Per Yard 2^{00} 120^{00}

Mileage Starting

Ending

Total 35 At Per Mile 2:00 70^{00}

$ 538^{00}

Remarks

Boompen / Bottom left, tip sec. Holding valve.

RESPONSIBILITIES OF CUSTOMER:
A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment

№ 2065 (RG)

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 06-14 19 85

ACCOUNT OF Ross Brother construction

BILLING ADDRESS

JOB ADDRESS Pendleten oregon

JOB PURCHASE ORDER NO.

Starting Time 12:00

OPERATOR Ron

Ending Time

Job Starting Time 1:30 a.m. [✓ p.m.]

Job Ending Time 8:00 a.m. p.m.

Total Time 7½ At Per Hour 87.00 = 652.50

Yards Pumped 96½ At Per Yard 2.00 193.00

Mileage Starting

Ending

Total 30 At Per Mile 2.00 60.00

Remarks

905.50

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2070 Customer Signature Russell Ollette

7

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7-03 19 85

ACCOUNT OF Ross Brothers const.

BILLING ADDRESS

JOB ADDRESS Pendelton oregon

JOB PURCHASE ORDER NO.

Starting Time

OPERATOR Ron

Ending Time

Job Starting Time 7:30 [✓ a.m.] p.m.

Job Ending Time 2:00 a.m. [✓ p.m.]

Total Time 6½ At Per Hour 87.00 565

Yards Pumped 146 At Per Yard 2.00 292

Mileage Starting ~~[illegible]~~

Ending

Total 30 At Per Mile 2.00 60

Remarks

$917.50

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

№ 2086

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7/25 1985

ACCOUNT OF Ross Brothers

BILLING ADDRESS

JOB ADDRESS Pendelton Oregon

JOB PURCHASE ORDER NO.

Starting Time

OPERATOR Ron

Ending Time

Job Starting Time 7:00 [✓ a.m.] p.m.

Job Ending Time 1:00 a.m. [✓ p.m.]

Total Time 6 At Per Hour 87.00 522.00

Yards Pumped 30 At Per Yard 2.00 60.00

Mileage Starting

Ending

Total 30 At Per Mile 2.00 60.00

$642.00

Remarks

2½ - hr. Break Down

Russell Outtette

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2115 Customer Signature

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE July 26 1985

ACCOUNT OF Ross Bros Constr co Inc

BILLING ADDRESS

JOB ADDRESS OSHQ 9875 Pendleton Or

JOB PURCHASE ORDER NO.

Starting Time 8:30 Am

OPERATOR Ross

Ending Time

Job Starting Time 8:30 a.m.

Job Ending Time 12:30 p.m.

Total Time 4 At Per Hour 87.00 348.00

Yards Pumped 20 At Per Yard 2.00 40.00

Mileage Starting 498.0

Ending 532.5

Total 30 At Per Mile 2.00

Remarks Concrete on this project not pumpable (all Rock) Ross. $388.00

Pumps with 5" ally still not good.

(no one on Job.)

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2108 Customer Signature

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE June 27 1985

ACCOUNT OF Ross Bros. Const Inc.

BILLING ADDRESS

JOB ADDRESS Riverside OSHD 9815

JOB PURCHASE ORDER NO.

Starting Time 10.30 Am

OPERATOR Ron

Ending Time 4:15 pm

Job Starting Time 1030 a.m. ~~p.m.~~

Job Ending Time 4:15 ~~a.m.~~ p.m.

Total Time 5 3/4 At Per Hour 87.00 300.25

Yards Pumped 104 At Per Yard 200 208.00

Mileage Starting 258.9

Ending 293.3

Total At Per Mile 200 68.00

Remarks

776.25

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2103 Customer Signature Russell Oullette

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 8 - 2 1985

ACCOUNT OF Ross Bro -

BILLING ADDRESS

JOB ADDRESS Pendelton

JOB PURCHASE ORDER NO.

Starting Time

OPERATOR Von

Ending Time

Job Starting Time 9:30 a.m. p.m.

Job Ending Time 1:30 a.m. p.m.

Total Time 4 At Per Hour 87.00 348.00

Yards Pumped 26 1/2 At Per Yard 2.00 53.00

Mileage Starting

Ending

Total 30 ? At Per Mile 2.00 60.00

461.00

Remarks

Russell

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2117 Customer Signature

JO-VON
CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 8 - 9 19 85

ACCOUNT OF Rose Bro -

BILLING ADDRESS

JOB ADDRESS Bridge rd.

JOB PURCHASE ORDER NO. Bridge # 16448 C010001

Starting Time

OPERATOR Von

Ending Time

Job Starting Time 7:30 a.m. p.m.

Job Ending Time 1:00 a.m. p.m.

Total Time 5½ At Per Hour 87 $ 478.50

Yards Pumped 70 At Per Yard 2.00 140.00

Mileage Starting

Ending

Total At Per Mile $ 618.50

Remarks

RESPONSIBILITIES OF CUSTOMER:

- A To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment
- B To provide for adequate scheduling of concrete delivery.
- C To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper.
- E. To provide hoisting of lines above third floor.
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2151 Customer Signature

```
 493.50
 392.50
 481.50
 344 50
 618.50
2330 50 T
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JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7-3 1985

ACCOUNT OF Ross Bro-

BILLING ADDRESS

JOB ADDRESS Bridge rd.

JOB PURCHASE ORDER NO. Bridge #16448 CO 10001

Starting Time

OPERATOR Von

Ending Time

Job Starting Time 11:30 a.m. p.m.

Job Ending Time 4:00 a.m. p.m.

Total Time 4½ At Per Hour 87⁰⁰ 391⁵⁰

Yards Pumped 57 At Per Yard 2 102⁰⁰

Mileage Starting

Ending

Total At Per Mile —

Remarks ~~493⁵⁰~~

493⁵⁰

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2110 Customer Signature

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7-16 1985

ACCOUNT OF Ross Brothers

BILLING ADDRESS

JOB ADDRESS Bridge Rd.

JOB PURCHASE ORDER NO. Bridge #16448 CO 10001

Starting Time 6:00

OPERATOR Ron

Ending Time

Job Starting Time 6:30 [✓ a.m.] p.m.

Job Ending Time 10:00 a.m. [✓ p.m.]

Total Time 3½ At Per Hour 87⁰⁰ 304⁵⁰

Yards Pumped 44 At Per Yard 2⁰⁰ 88⁰⁰

Mileage Starting

Ending

Total At Per Mile 2⁰⁰

Remarks ~~[illegible]~~

~~[illegible]~~

392.50

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
B. To provide for adequate scheduling of concrete delivery.
C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
D. To provide adequate notice of change of schedule to pumper.
E. To provide hoisting of lines above third floor.
F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2120 Customer Signature

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 7-23 1985

ACCOUNT OF Ross Bro

BILLING ADDRESS

JOB ADDRESS Bridge Rd.

JOB PURCHASE ORDER NO. Bridge #16448 CO 10001

Starting Time

OPERATOR Von

Ending Time

Job Starting Time 11:00 a.m. p.m.

Job Ending Time 3:30 ½ Clean a.m. p.m.

Total Time 4½ At Per Hour 87.00 391.50

Yards Pumped 45 At Per Yard 90.00

Mileage Starting

Ending

Total — At Per Mile

Remarks #481.50

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment

B. To provide for adequate scheduling of concrete delivery.

C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.

D. To provide adequate notice of change of schedule to pumper.

E. To provide hoisting of lines above third floor.

F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2113 Customer Signature

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 8-5 1985

ACCOUNT OF Ross Bro.

BILLING ADDRESS

JOB ADDRESS Bridge rd.

JOB PURCHASE ORDER NO. Bridge #16448 CO1001

Starting Time

OPERATOR Von

Ending Time

Job Starting Time 9:00 a.m. p.m.

Job Ending Time 11:30 a.m. p.m.

Total Time 3½ At Per Hour 87.00 304.50

Yards Pumped 20 At Per Yard 2.00 40.00

Mileage Starting

Ending

Total At Per Mile 2.00

344.50

Remarks Job Tickets

RESPONSIBILITIES OF CUSTOMER:

A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment

B. To provide for adequate scheduling of concrete delivery.

C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.

D. To provide adequate notice of change of schedule to pumper.

E. To provide hoisting of lines above third floor.

F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2119 Customer Signature

456.00
448.50
801.00
757.50
2463.00 T

PUMPING

OREGON 97838 • (503) 567-5796

DATE 06/13/1 1985

ACCOUNT OF Ross Brothers construction

BILLING ADDRESS

B ADDRESS Bridges over Power line Rd

JOB PURCHASE ORDER NO. Hermisten Ore

Bridge #16447 CO10001

Starting Time 8:30

OPERATOR Ron

Ending Time

Job Starting Time 9:30 [✓ a.m.] p.m.

Job Ending Time 1:30 a.m. [✓ p.m.]

Total Time 4 At Per Hour 87.00 348.00

Yards Pumped 54 At Per Yard 2.00 108.00

Mileage Starting Ø

Ending

Total In town At Per Mile Ø

marks 456.00

RESPONSIBILITIES OF CUSTOMER:

- A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
- B. To provide for adequate scheduling of concrete delivery.
- C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper.
- E. To provide hoisting of lines above third floor.
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2069 Customer Signature Mike G Brown

JO·VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

DATE 6 – 14 1985

ACCOUNT OF Ross Bro.

BILLING ADDRESS

JOB ADDRESS Power Line Rd

JOB PURCHASE ORDER NO. CO10001

Bridge # 16447

Starting Time

OPERATOR Von

Ending Time

Job Starting Time 11:30 a.m p.m.

Job Ending Time 3:00 a.m. p.m.

Total Time 3½ At Per Hour 87.00 = 304.50

Yards Pumped 72 At Per Yard 2.00 144.00

Mileage Starting 50773

448.50

Ending

Total At Per Mile

Remarks

RESPONSIBILITIES OF CUSTOMER:

- A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment
- B. To provide for adequate scheduling of concrete delivery.
- C To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper.
- E. To provide hoisting of lines above third floor.
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2093 Customer Signature Mike G Brown

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

ACCOUNT OF Ross Bro DATE 7-2 1985

BILLING ADDRESS

JOB ADDRESS Power Line

JOB PURCHASE ORDER NO. Bridge #16447 CO10001

OPERATOR Von

Starting Time

Ending Time

Job Starting Time 11:15 a.m. p.m.

Job Ending Time 6:15 a.m. p.m.

Total Time 7 At Per Hour 87 609.00

Yards Pumped 96 At Per Yard 2 192.00

Mileage Starting

Ending

Total At Per Mile — 801.00

Remarks

RESPONSIBILITIES OF CUSTOMER:
- A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
- B. To provide for adequate scheduling of concrete delivery.
- C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper.
- E. To provide hoisting of lines above third floor.
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2066 Customer Signature Larry

JO-VON CONCRETE PUMPING

RT. 2, BOX 2035 • HERMISTON, OREGON 97838 • (503) 567-5796

ACCOUNT OF Ross Bro DATE 8-1 1985

BILLING ADDRESS

JOB ADDRESS Power Line

JOB PURCHASE ORDER NO. Bridge #16447 CO1001

OPERATOR Von

Starting Time

Ending Time

Job Starting Time 6:30 a.m. p.m.

Job Ending Time 1:00 a.m. p.m.

Total Time 6 1/2 At Per Hour 87.00 565.50

Yards Pumped 96 At Per Yard 2.00 192.00

Mileage Starting

Ending

Total At Per Mile $757.50

Remarks

RESPONSIBILITIES OF CUSTOMER:
- A. To provide a pumpable mix, in terms of gradation of aggregate and batching of concrete, for the designated pumping equipment.
- B. To provide for adequate scheduling of concrete delivery.
- C. To provide sufficient on-site access and set up areas for the pumping equipment, and be responsible for any damage by or to pumping equipment after leaving street pavement.
- D. To provide adequate notice of change of schedule to pumper.
- E. To provide hoisting of lines above third floor.
- F. There shall be no deduction, offset or backcharge against rental due for failure of equipment.

NO. № 2116 Customer Signature

10 33

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

January 13, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Federal Participation Eligibility Date
Electric Power Service Removal
Umatilla Electric Cooperative Association
(Bellinger Property)
Power Line Road - Bridge Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(7)004

Confirmation of your verbal authorization for Umatilla Electric Cooperative Association to proceed with the removal of an electric power service to the Bellinger irrigation pump in conflict with this project as of September 3, 1985 is requested. A lump sum estimate of cost has been received from the Association in the amount of $384.09. This estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 3, 1985 is approved

David B. Carter
David B. Carter, Area Engineer

RECEIVED
STATE HWY ENGR
JAN 22 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

JMC:jr

cc: E. S. Hunter
D. L. Trout
Pete Gonzalez
Robert D. Hector
Mike Gardner
Tom Carman

Form 734-3122

cc: L. W. Rulien

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 4	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
M. Gardner, Project Manager, and W. Richards, Region 5, Construction Engineer, OSHD

DATE OF INSPECTION 1/16/86	INSPECTION MADE BY David B. Carter, Area Engineer	PROJECT NO. I-82-1(7)004

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 50 %	WORK COMPLETED 43 %

POWERLINE ROAD - BRIDGE ROAD SECTION
McNary Highway
Grading, Paving, and Structures

W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 23 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Work Completed

Clearing	96% Complete
Drainage	27% Complete
Grading	22% Complete
Bridge No. 16447 (Powerline Rd)	54% Complete
Bridge No. 16448 (Bridge Rd)	82% Complete

Cy
1/23

Work in Progress

The contractor was placing concrete in the bottom slab of the structure at Powerline Road.

Forming abutment wall at the Bridge Road structure.

Comments

The contractor has received approval to construct the Powerline Road structure on an embankment and is using this method in lieu of falsework.

The embankment for the relocation of the Westland Canal has been essentially complete for some time. However, work has not yet begun on the construction of the concrete canal liner. The Special Provisions indicate that flow in the canal cannot be interrupted between March 15 and October 1. Therefore, the canal liner must be complete by that time or other provisions must be made to provide for flow during the above time period. The Project Manager has requested a revised work schedule from the contractor which addresses this critical item.

The concrete being placed during the present cold weather is being protected from freezing by the construction of a heated enclosure at each pour site. Continuously recording thermometers are being used to record the temperature within the enclosure.

(continued)

The Project Manager has given the contractor new grading balance points as it now appears that the shrinkage factor may not be as great as originally planned, consequently, less embankment in place may be required than had orinially been anticipated.

The contractor has poured some of the stems in the Powerline Road structure. The concrete was poured high in some areas and will have to be removed to the proper elevation. The contractor had already been advised of this condition prior to this inspection.

#############

10,001

CCN 21-2
I-82N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 21, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Construction Engineering & Inspection
Westland Irrigation District
Power Line Rd. - Bridge Rd. Section
McNary Highway
Umatilla County
Project No. I-82-1(7)004
Contract No. 10001

Confirmation of your verbal authorization for Westland Irrigation District to proceed with engineering and inspection related to the construction phase of the relocation of their irrigation facilities in conflict with this project as of April 4, 1985 is requested. The relocation work will be accomplished by the Highway Division's contractor. An estimate of cost is being prepared by the District. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
April 4, 1985 is approved

David B Carter
David B. Carter, Area Engineer

JMC:jr
cc: ~~E. S. Hunter~~
Don Trout
Pete Gonzalez
Bob Hector
Mike Garnder
Tom Carman

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

CL 1985-0184

10,001

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 18, 1985

Kilpatricks & Pope
Lawyers
Box A
Mt. Vernon, OR 97865

CON 5
#10,001

IN REPLY REFER TO FILE NO.:

Attention: Roy Kilpatrick

This will acknowledge your letter of September 27, 1985, with attached Notice of Claim from Ray Hutchinson dba Columbia Western Co., concerning the following Highway Division contract:

FILED BY:	Ray Hutchinson dba Columbia Western Co.
AMOUNT:	$23,848 plus interest
FOR:	Labor and materials
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
CONTRACT NO.:	10,001
PROJECT:	Power Line Road-Bridge Road Section, McNary Highway, Umatilla County
SURETY:	Safeco Insurance Company of America
AGENT:	Robert W. Lagler

NOTED ON CARD
11-19-85 dk

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM UNDER ORS 279.528

TO: STATE OF OREGON, Department of Transportation;
ROSS BROTHERS;
DAVISON DOZING, and;
LARRY SMITH:

Notice is hereby given that the undersigned, Ray Hutchinson, dba Columbia Western Co., has a claim for labor and materials performed and furnished by him in crushing rock on Oregon State Highway Division contract 10,001 in the sum of $82,049.00, less $58,201.00, which has been paid, leaving a balance of $23,848.00, with interest at 9% from August 25, 1985, owing against the bond taken from Larry Smith, 3501 Brooklake Road North, Salem OR 97303; for the work of construction of McNary Highway I-82, Unit 3, in Umatilla and Morrow Counties, Oregon.

DATED: September 27, 1985.

R.M. Hutchinson
RAY HUTCHINSON
Columbia Western Co.
P.O. Box 500
Umatilla OR 97882

RECEIVED
SEP 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10.021

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(7)004

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 22 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | ...

7. DATE AUTHORIZATION EFFECTIVE August 14, 1985

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:
Powerline Rd. - Bridge Rd. Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr.Potter's letter dated 10-3-85 this will confirm the advance approval dates of 8-14-85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the Umatilla Electric Cooperative Association's aerial power lines on an actual cost basis estimated to be $17.020 - F. F. $15,696.

The Agreement with the Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 10/17/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

October 3, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter **ORIGINAL SIGNED BY GARY A. POTTER**
Manager, Program Section

SUBJECT: Aerial Power Line Relocation
Umatilla Electric Cooperative Association
Walker Road (Station 472+50)
Power Line Rd. - Bridge Rd. Section
McNary Highway
Umatilla County
Project No. I-82-1(7)004

RECEIVED
STATE HWY ENGR
OCT 7 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Here is a copy of an estimate of cost to adjust Umatilla Electric Cooperative Association's (UECA) aerial power line facilities dated August 13, 1985, and a sketch showing their proposed relocation.

A certification prepared by Thomas G. Carman as to UECA's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. UECA was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of UECA's facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of August 14, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $12,759.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
T. G. Carman

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 15, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

FROM: Jack M. Cartwright
Utility Relocation Coordinator

NOTED
E. S. HUNTER

SUBJECT: Federal Participation Eligibility Date
Aerial Power Transmission and
Distribution Line Relocation
Umatilla Electric Cooperative Association
Power Line Road - Bridge Road Section
McNary Highway (I-82)
Umatilla County
Project No. I-82-1(7)004

Confirmation of your verbal authorization for Umatilla Electric Cooperative Association to proceed with the relocation of their aerial power transmission and distribution line facilities in conflict with this project as of August 14, 1985 is requested. An estimate of cost is being prepared by the Association. Preliminary estimate of cost is $20,000 for transmission lines and $13,000 for disbribution lines. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
August 14, 1985 is approved

David B Carter
David B. Carter, Area Engineer

JMC:jr
cc: E. S. Hunter
Don Trout
Pete Gonzalez
Robert D. Hector
Mike Gardner
Tom Carman

RECEIVED
STATE HWY ENGR
AUG 19 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

#10,001 8-21-85

MISC. CONTRACTS and
AGREEMENTS No. 84[illegible]

TO: Oregon Transportation Commission

SUBJECT: Confirmation Reports of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the items listed below and report this action for your official records:

1) On July 16, 1985, approved the Highway Division entering into a termination agreement with Color & Design, Inc. relating to the advertising displays in the 14 gazebos in Highway rest areas.

2) On August 12, 1985, approved an agreement with [redacted] Irrigation District covering construction and maintenance of the Power Line Road-Bridge Road Section on the McNary Highway (I-82) in Umatilla County.

Dated this 24 day of August, 1985

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED

STATE HIGHWAY ENGINEER

Date 8-26-85

[illegible] jc

STATE COPY

cc: OSHD(Coulter)

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH: M. Gardner, Project Manager, OSHD

DATE OF INSPECTION June 11, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.	PROJECT NO. I-82-11(7)004

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 10 %	WORK COMPLETED 6 %

POWERLINE ROAD - BRIDGE ROAD SECTION
MC NARY HIGHWAY
Grading, Paving, Structures

This project provides for the initial grading of I-82 from near Powerline Road to near Bridge Road, a distance of 3.64 miles. Also included is an interchange on Powerline Road and an undercrossing at Bridge Road.

This contract was awarded to Ross Bros. Construction, Inc. of Salem, Oregon on April 11, 1985 in the amount of $2,940,169.44. Work began on the project on May 7, 1985.

WORK COMPLETED

Some minor clearing work has been done. The footing work for the Powerline Road structure is about 1/3 complete.

NOTED
W. E. SCHWARTZ

WORK IN PROGRESS

Forming and tieing reinforcement steel for the Powerline Rd. structure.
Hauling fill for the "PA" & "PE" lines.
Crusher producing 1 1/2 - 0 base aggregates.

RECEIVED
STATE HWY ENGR
JUL 1 '85
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7/2

COMMENTS

Powerline Road reconstruction includes an 11" treated base. The surfacing design for this work is now under review. This typical section will probably be revised to an untreated base thus eliminating the need for producing the small quantity of treated base material which would be necessary for this work. Any new structural sections would be based on the Highway Division's surfacing design process.

- DBC -

Form FHWA-1446A
(Rev. 2-84)

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

March 15, 1985

In Reply Refer to
File No. DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, OR 97301

Attention: Glenn K. Hossner

Powerline Road-Bridge Road Section and
Bridge Road-Old Oregon Trail Highway Section
McNary Highway
Umatilla County

NOTED
E. S. HUNTER

A mandatory material source for roadbed embankment is included in the Powerline Road-Bridge Road Section project plans. The area is shown on Sheet 2E and can be located on Sheets 9 and 10 of the plans. Approximately 294,000 c.y. of embankment is required for the Powerline Road-Bridge Road project and 900,000 c.y. of embankment will be required for the Bridge Road-Old Oregon Trail Highway project.

The material source is an irregular shaped, severed parcel of about 47 acres, acquired during right of way acquisition for the project. The parcel's shape makes it difficult to irrigate and being severed makes access for cultivation awkward.

We believe that providing a material source adjacent to the project, for the large quantities of material required for these projects will be economically advantageous. It also eliminates environmental concerns for contractor provided sources.

This proposal has been discussed with Mr. Dave Carter of the FHWA.

RECEIVED
STATE HWY ENGR
MAR 18 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

We solicit your concurrence that this proposal is in the public interest.

Duane O. Christensen, P.E.
Road Design Engineer

By

Richard Kuehn

Richard A. Kuehn, P.E.
Final Design Engineer

RK:FE:bn

cc: H. S. Coulter
E. S. Hunter
Gary Potter
Bob Pool
R. D. Hector
Ted Litchfield
Fred Eriksen

May 3, 1985

Ross Bros. Construction, Inc.
3501 Brooklake Road North
Salem, OR 97303

CON 5
#10,001

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,001 for work on the Power Line Road-Bridge Road Section of McNary Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure
cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert Hector
Michael Gardner

KL&K
ASSOCIATES INC.
BONDING & INSURANCE FOR CONSTRUCTION & INDUSTRY

4147 S.E. Division
P.O. Box 06030
Portland, Oregon 97206
Insurance: 503-231-6570
Bonds: 503-231-9394
Telex #151712
1-800-547-9850
(Outside Oregon Only)

April 17, 1985

OREGON DEPARTMENT OF TRANSPORTATION
121 Transportation Building
Salem, Oregon 97310

RE: ROSS BROS. CONSTRUCTION, INC.
Contract No. 10001, Powerline Rd - Bridge Rd.
Grading, Paving & Structures, $2,940,169,44

Dear Sir or Madam:

Enclosed please find two (2) contract documents in reference to the above captioned project wherein the required bonds have been executed and the certificates of insurance issued.

We would appreciate your placing these documents on file with your department for Ross Bros. Construction.

Thank you.

Very truly yours,

Cathryn

Cathryn Shackelford

K L & K ASSOCIATES, INC.
K L & K ASSOCIATES, INC. OF ARIZONA
K L & K ASSOCIATES, INC. OF WASHINGTON

/cs

Encls.
CC: Ross Bros. Construction, Inc.

RECEIVED
APR 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

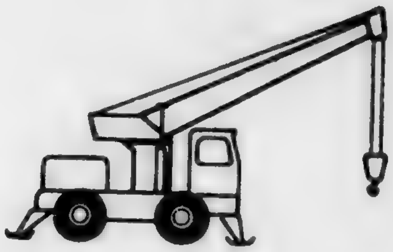
Bonding • Insurance • Life • Medical • Disability

ROSS BROS. CONSTRUCTION, INC.

GENERAL CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER



April 8, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Re: Powerline Rd - Bridge Rd
Minority Subcontracts

Gentlemen:

We propose to utilize the following subcontractors to meet our DBE and WBE contracting goals.

Total amount of the contract is	$2,940,169.64
DBE goal of 10 % is	294,016.96
WBE goal of 2% is	58,803.39

Subcontractors are as follows:

DBE - Goal - $294,016.96

Gervais Construction Inc.,
P. O. Box 9130
Brooks, OR 97305 (503)393-0757

WBE - Goal - $58,803.39

United Steel Inc.
12900 N. E. 18th St.
Vancouver, WA 98684 (206)254-8359

Alpine Concrete
615 Frankton Rd
Hood River, Or 97031 (503)386-1904

Subcontract amounts and data are per the attached.

We trust you will find this to be in order.

Very truly yours,

ROSS BROS CONSTRUCTION INC.

Steven M. Ross

Steven M. Ross
Vice President

SMR:LB
enc

RECEIVED
APR -8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

DBE - Gervais Construction Inc.

1.	Mobilization			LS		$ 6,500.00
14.	Trench Excavation	3535	CY	7.50		26,512.50
31.	12" Culvert Pipe	52	LF	10.60		551.20
32.	15" Culvert Pipe	1180	LF	12.00		14,160.00
33.	18" Culvert Pipe	1238	LF	13.10		16,217.80
34.	24" Culvert Pipe	130	LF	20.00		2,600.00
35.	36" Culvert Pipe	1656	LF	24.25		40,158.00
36.	36" Culvert Arch Pipe	300	LF	25.00		7,500.00
37.	18" Storm Sewer Pipe	2104	LF	17.50		36,820.00
38.	24" Storm Sewer Pipe	350	LF	30.00		10,500.00
39.	12" Irrigation Pipe	590	LF	15.00		8,850.00
40.	18" Irrigation Pipe	420	LF	17.00		7,140.00
41.	12" PVC Pipe	84	LF	5.00		420.00
54.	Paved Culvert End Slopes	1484	SF	12.00		17,808.00
83.	110/115 Prestressed Beams	8	EA	10,351.00		82,808.00
84.	130/135 Prestressed Beams	4	EA	11,971.00		47,884.00
					Total	$326,429.50

WBE - United Steel Inc.

70.	Prestressed Steel			LS		50,370.00
					Total	$ 50,370.00

WBE - Alpine Concrete

24.	Concrete in Box Culverts	55	CY	179.00		9,845.00
25.	Reinforcement in Box Culvert	6260	KB	.44		3,067.40
27.	Diversion Weirs Pump	2	EA	1200.00		2,400.00
28.	Diversion Weirs Gravity	7	EA	1450.00		10,150.00
29.	Pump Turnouts	1	EA	675.00		675.00
30.	Gravity Turnouts	5	EA	685.00		3,425.00
42.	Concrete Inlets - G2MA	13	EA	396.00		5,148.00
43.	Concrete Inlets - ME	1	EA	525.00		525.00
					Total	$ 35,235.40

RECEIVED
APR - 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CON 21-2
I-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 26, 1985
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project I-82-1(7)004
Powerline Road - Bridge Road Section
Bridge Road - Interstate 84 Section
Mandatory Borrow Source

We have reviewed your March 15, 1985 request to designate the materials source as shown on sheet 2E of the Powerline Road - Bridge Road project as a mandatory materials site. We concur with your proposal and agree that it is in the public interest to designate this site as a mandatory materials source.

Our concurrence is based on the location of the site which should result in large quantities of material being available to the project on an economically advantageous basis and the minimum distruption to the environment which will result from the use of this site.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (R Kuehn)
OSHD (Fred Eriksen)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAR 27 '85
REFER TO
Hunter
FOR
Info Invest R/D D/R Sign Act File

CON 21-2

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No. DES 16

March 15, 1985

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, OR 97301

Attention: Glenn K. Hossner

Powerline Road-Bridge Road Section and
Bridge Road-Old Oregon Trail Highway Section
McNary Highway
Umatilla County

A mandatory material source for roadbed embankment is included in the Powerline Road-Bridge Road Section project plans. The area is shown on Sheet 2E and can be located on Sheets 9 and 10 of the plans. Approximately 294,000 c.y. of embankment is required for the Powerline Road-Bridge Road project and 900,000 c.y. of embankment will be required for the Bridge Road-Old Oregon Trail Highway project.

The material source is an irregular shaped, severed parcel of about 47 acres, acquired during right of way acquisition for the project. The parcel's shape makes it difficult to irrigate and being severed makes access for cultivation awkward.

We believe that providing a material source adjacent to the project, for the large quantities of material required for these projects will be economically advantageous. It also eliminates environmental concerns for contractor provided sources.

This proposal has been discussed with Mr. Dave Carter of the FHWA.

RECEIVED
[illegible]
ROAD DESIGN SECTION

......1.....RDE......
......FDE......
......LE......
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......PDE......
......LFE......
......GTE......

......BPC......
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......CAS......
Copy All......
Return To......
B/U...../...../.....

Form 734-3122

We solicit your concurrence that this proposal is in the public interest.

Duane O. Christensen, P.E.
Road Design Engineer

By

Richard A. Kuehn, P.E.
Final Design Engineer

RK:FE:bn

cc: H. S. Coulter
E. S. Hunter
BM Gary Potter
3/18 Bob Pool
R. D. Hector
Ted Litchfield
Fred Eriksen

Con 2.12
I.82

rll

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(7)004

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Orig w/ att to 3/19

RECEIVED
STATE HWY ENGR
MAR 19 '85
REFER TO Potter
FOR
Info | Invs | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 3/13/85

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Power Line Road - Bridge Road Section

11. GENERAL DESCRIPTION OF WORK

Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 3/12/85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 3/11/85 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a revised total estimated cost of 3,938,269; Federal Funds $3,631,871.

A signed copy of the Title sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping, to compley with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 3/12/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1C

Con 2-2
82-1

rll

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-82-1(7)004

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00125

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/30/85

8. FEDERAL ROUTE NUMBER Interstate 82

9. STATE ROUTE NUMBER Primary 70

10. GENERAL LOCATION:

Power Line Road - Bridge Road

11. GENERAL DESCRIPTION OF WORK

Grading, Paving, & Structure

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 1/28/85 you are now authorized to proceed with actions necessary to advance the physical construction provided for by the above project at a total estimated cost of $4,322,1[illegible] Federal Funds $3,985,897.

RECEIVED
STATE HWY ENGR
MAR 8 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to 3/8

14. DATE 1-30-85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

1-82 N

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: Harold Brainerd, Regions 4 & 5
Right of Way Supervisor

DATE: August 23, 1984

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Right of Way Acquisition Program
Power Line Road
Old Oregon Trail Section
McNary Highway

1 Versteeg ✓
Andersen
2 Adams
3 Macnab
Edwards
Turpin
Trout
4 [illegible] Strawn

RECEIVED
AUG 23 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

As dicussed on the telephone this morning, I would like to clean this project up as expeditiously as possible. From your explanation it appears that December 31 is a reasonable time for having the entire project clear. Attached is our tabulation of open files and files not paid. If you see any errors, please notify Don Aman.

JBB:jr

cc: Don Aman
Hal Versteeg ✓

81-123-1307

-82

ROAD DESIGN-HIGHWAY DES 16

Fred Erikson
Design Team Supervisor

January 4, 1984

Tom Edwards
Senior Designer

Irrigation Facilities
Powerline Rd.-Bridge Rd. Section
McNary Highway
Umatilla County

✓ Versteeg ✓
Anderson
Adams
[illegible]
[illegible]
Turpin
[illegible]
[illegible]

RECEIVED
JAN 05 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up __/__/__
Action

Relocation of approximately two miles of irrigation canal will be included in this project. Some details of the existing canal and appurtenances were included in the location data but more information is needed to complete the project plans. The need for some of this information was discussed with Harlin "Red" Gerlach by Dave Bryson and Tom Edwards. The purpose of this letter is to list the data we have and the additional information we know is needed, elicit comment on anything that may have been overlooked and prompt the appropriate parties to supply needed information.

The location data included "details" for irrigation facilities at the following locations:

406+60
432+00
439+00
453+80
465+00
468+00
475+00
481+50
483+00
493+00
498+20
506+50
"PE" 33+44

Construction of replacement facilities was proposed at the following locations:

406+60
432+00
439+00
453+80
475+00

483+00
493+00
498+20
506+50
"PE" 30+95
"PE" 33+44

The information provided is adequate for design of most of the proposed facilities but no flow line elevations are provided and no details are provided for the facility left of "PE" 30+95.

Mr. Gerlach has stated that diversion boxes are also needed at the following locations:

490+40
491+00
491+80
499+00
506+50
511+00

No information, other than locations, has been provided for these boxes.

At Walker Road (near Sta. 468) there are apparently two property owners, Amfac and Leonard, who have pump installations to irrigate land northerly of the existing canal. We have information on an existing pump installation near Sta. 468, but it appears to serve Leonard's properly southerly of the canal. More information on the facilities in this area is needed.

We are currently trying to acquire R/W from Leonard on this section and the Umatilla River-Power Line Road Section which is sheduled for the March 22, 1984 bid letting. Our plans for irrigation revisions could be important in settling in a timely manner.

The existing canal is earth-lined on a grade of 0.00041 ft. per ft. The relocated sections will be concrete-lined on a grade of 0.000137 ft. per ft. The concrete lining is needed since the relocated sections will be on embankment. Due to the difference in gradient, it will be necessary to construct one or more vertical drops in the grade line.

The only profile we have for the exisitng canal was picked from the computer-generated cross sections. To proceed with design we need an accurate profile of the canal and elevations of all the outlet ditches to be served.

No information on required mounting bases, etc. for relocated pumps has been provided. Possibly they would be done as an anticipated item. Some areas served by pumps are across the freeway from the relocated canal. Several miles of travel will be required to get to the pumps from the fields served.

Should a remote switching and/or valving arrangement be installed to control flow from the field side of the freeway? If such an arrangement is needed, we will need further information.

At Walker Road, Sta 472±, Amfac (Lamb-Weston) has a 12" steel waste-water line that crosses under our alignment. Normally, we would replace it in kind within a conduit. Right-of-Way negotiations currently underway may call for betterment to 14" schedule 40 pipe in conduit, plus a conduit for a future 12" water line. Final R/W negotiations should provide all the information we need for this matter. Information on the waste-water line has been obtained from the Engineering Manager of the Lamb-Weston plant.

TE:mg

cc: Don Adams
Bob Hector
Mike Gardner MG
Dave Bryson

CON 21-2
82
C

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 29, 1983

In Reply Refer to
File No
DES 23
16448

RECEIVED
TECHNICAL SERVICES
NOV 30 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Bridge Road Undercrossing
Power Line Road-Bridge Road Section
McNary Highway I-82
Umatilla County
BR 16448

Enclosed are two reduced prints of Drawings 38783 and 35641 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are three copies of the foundation report.

The alignment and roadway width are in accordance with the standards governing this project. The elevation was established to provide 17 feet of vertical clearance over the freeway. The length is required to span the freeway and the canal providing 2 to 1 slopes at each end of the bridge.

A three-span post-tensioned box girder estimated to cost $690,000 and a two-span post-tensioned box girder estimated to cost $700,000 were considered for this in addition to the proposed bridge. A three-span precast prestressed bulb-T structure was selected as the most economical structure for this site.

The estimated cost of this structure, including an allowance for engineering and contingencies, if $595,000.

We request your approval of our preliminary plan.

JMT:jrb
Enclosures
cc: E. S. Hunter
Gary Potter
Don Adams /w/ 1
Bob Hector /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

N

10,001

CCN 21-2
I-82

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 18, 1983

In Reply Refer to
File No.:
DES 23
16447

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
JERALD E. BACKSTRAND
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Powerline Road Interchange
Powerline Road - Bridge Road Section
McNary Highway I-82
Umatilla County
BR 16447

Enclosed are two reduced prints of Drawings 38629 and 35756 which are the preliminary plan and elevation and vicinity map for this structure. Also enclosed are two prints of the approved geometric sheet for this interchange. The foundation report has not been prepared. It will be forwarded as soon as it is available. Based on other projects in this area, the spread footings shown should be appropriate.

The alignment and roadway width are in accordance with the standards governing this project. The elevation was established to provide 17-foot clearance over the freeway. The length is required to span the travel lanes and the end slopes.

Five alternates were considered for this site. The estimates based on approximate quantities, including an allowance for engineering and contingencies, for the alternates are listed below:

RECEIVE
TECHNICAL SERVI
21 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

TYPE	ESTIMATE
2 - 130-Foot Bulb-T Prestressed Beam Spans	$ 859,000
5 Span Type III Prestressed Beams	$ 813,000
2 - 144-Foot Bulb-T Prestressed Beams w/Cast-In-Place Concrete Cantilevers at Center Pier	$1,016,000
4 Span Slant Leg Post-Tensioned Concrete Box Girder	$ 935,000
2 Span Post-Tensioned Concrete Box Girder	$ 876,000

Both the two-span Bulb-T prestressed beam, and the five-span prestressed beam alternates would have columns or abutments close to the traveled way and this would require protection around the bents which is a hazard to the traveling public.

We have selected the 2-span post-tensioned box girder, estimated to cost $876,000, as an economical structure meeting the setback requirements for safety.

We request your approval of our preliminary plan.

JMT:jrb
Enclosures
cc: ~~E. S. Hun~~ter
Gary Potter
Don Adams /w/ 1
R. D. Hector /w/ 1
Cam Gilmour /w/ 1
John Grassman /w/ 1

1985 La Grande-Hot Lake/Airport 10,002
Rd. Sec, La Grande-Baker Hwy. S. City
limits of La Grande.   (paving)

10,002

May 15, 1986

CON 5 - #9992 & #10,002

Ash Grove Cement Company
P.O. Box 25900
Overland Park, KS 66225

Attention: Gary Church

Thank you for your letter of March 19, 1986, stating that your company has been paid $30,449.09 owed for lime supplied to LT Contractors, Inc.

This was in connection with claims filed on the following contracts:

> Contract No. 9992 for paving on Haines-Pocahontas Road Section of the La Grande-Baker Highway in Baker County.
>
> Contract No. 10,002 for paving on the La Grande S.C.L.-Hot Lake/Airport Road Section of the La Grande-Baker Highway in Union County.

This information will be noted in our records and we will advise the contractor and the surety.

Robert W. Gormsen
COMMISSION SERVICES

cc: LT Contractors, Inc.
P.O. Box 11249
Portland, OR 97211

Seaboard Surety Company
411-108th Ave. N.E., Suite 1670
Bellevue, WA 98004

bc: Secretary of State: Filed 11-29-85 CL 1985-0217

bbc: Bryant Jackmond

FKN:cb

NOTED ON CARD
5/15/86 CB

ASH GROVE CEMENT COMPANY

8900 INDIAN CREEK PARKWAY, SUITE 600, P.O. BOX 25900
OVERLAND PARK, KANSAS 66225
PHONE 913 / 451-8900

GARY L. CHURCH
ASSISTANT GENERAL COUNSEL

March 19, 1986

SL-9

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Contract Numbers: 9992 and 10,002
Projects: Haines-Pocahontas Road Section
LaGrande-Baker Highway, Baker County

LaGrande S.C.L.-Hot Lake/Airport
Road Section, LaGrande-Baker Highway
Union County
Prime Contractor: L T Contractors, Inc.
Surety: Seaboard Surety Company
Claimant: Ash Grove Cement Company
Amount: $30,449.09
For: Lime supplied

Gentlemen:

Ash Grove Cement Company has been paid the $30,449.09 owed for lime supplied L T Contractors, Inc. on the above projects. Please make any apporpriate filings with the Secretary of State. Thank you in advance for your attention to this matter.

Sincerely,

Gary L. Church

GLC:jab
cc: L T Contractors, Inc.
P. O. Box 11249
Portland, Oregon 97211

Seaboard Surety Company
320 108th Avenue N.E.
Suite 401
Bellevue, Washington 98004

MEMBER PORTLAND CEMENT ASSOCIATION

March 10, 1986

CON 5
#10,002

Seaboard Surety Co.
411 108th Ave. N.E.
Suite 1670
Bellevue, WA 98004

Contract No. 10,002 awarded to L T Contractors, Inc. for paving on the La Grande S.C.L.-Hot Lake/Airport Road Section of the La Grande-Baker Highway in Union County was completed on November 8, 1985, and accepted by the State Highway Division on February 28, 1986.

Final payment in the amount of $7,807.79 will be released to the contractor after March 17, 1986. The total contract amount is $804,544.62 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: L T Contractors, Inc.
P.O. Box 11249
Portland, OR 97211

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
R. D. Hector

10,002

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10002

TO: Robert Gormsen
Manager, Commission Services

DATE: February 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10002 , On Site Work Substantially Completed August 25, 1985

All Work Completed November 8, 1985

Project LaGrande S.C.L.-Hot Lake/Airport Rd.

Highway LaGrande-Baker

County Union

Type of Work Paving

Contractor L. T. Contractors, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-10-86- Surety letter written.

Noted
Reg.

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

[illegible]

CC 1985-0 [illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1985

In Reply Refer To
File No.:
CON 5
#9992 noted on card 3-6-86
#10,002 noted on card 3-3-86

Ash Grove Cement Company
8900 Indian Creek Parkway
Suite 600, P.O. Box 25900
Overland Park, KS 66225

Attention: Gary L. Church
Assistant General Counsel

This will acknowledge your letter of November 1, 1985, with attached affidavits and invoices, filing claims against the following Highway Division contracts:

FILED BY:	Ash Grove Cement Company
AMOUNT:	$30,449.09
FOR:	Lime supplied
AGAINST (Prime contractor):	L T Contractors, Inc.
SURETY:	Seaboard Surety Company
CONTRACT NO.:	9992
PROJECT:	Haines-Pocahontas Road Section La Grande-Baker Highway Baker County
CONTRACT NO.	10,002
PROJECT:	La Grande S.C.L.-Hot Lake/Airport Road Section, La Grande-Baker Highway, Union County

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
3-3-86 cc (10,002)
3-6-86 (9992)

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: L T Contractors, Inc.
P.O. Box 11249
Portland, OR 97211

Seaboard Surety Company
320 108th Avenue N.E.
Suite 401
Bellevue, WA 98004

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the cnlosed copy of this letter.

COPY

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ASH GROVE CEMENT COMPANY

8900 INDIAN CREEK PARKWAY, SUITE 600, P.O. BOX 25900
OVERLAND PARK, KANSAS 66225
PHONE 913 / 451-8900

GARY L. CHURCH
ASSISTANT GENERAL COUNSEL

November 1, 1985

SL-9

The Oregon Department of Transportation
Attention: Robert Gormsen
121 Trans Building
Salem, Oregon 97310

Re: L. T. Contractors, Inc.
Haines - Pocohontas
Baker County
Contract No. 9992
$30,449.09 Balance

LaGrand - Hot Lake Road
Union County
Contract No. 10002

Dear Mr. Gormsen:

Please be advised that Ash Grove Cement Company is still owed $30,449.09 for lime supplied L. T. Contractors, Inc. on the above projects. The purpose of this letter is to file our claim for the entire $30,449.09 balance owed with the Oregon Department of Transportation.

I have enclosed two executed affidavits with supporting invoices and statements. It is my understanding that under current Oregon law our deadline for filing may have been shortened to November 5, 1985 so I would appreciate the favor of a prompt phone call if you require additional information for filing our claim.

Thank you in advance for your attention to this matter. Please do not hesitate to call if you have any questions.

Sincerely,

GLC:jab
Enclosures

FEDERAL EXPRESS

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MEMBER
PORTLAND CEMENT ASSOCIATION

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AFFIDAVIT OF CREDITOR

STATE OF KANSAS)
) SS.
COUNTY OF JOHNSON)

W. Perry Jones, Credit Manager of Ash Grove Cement Company, being duly sworn deposes and says that:

1. There is an outstanding balance due Ash Grove Cement Company (hereafter "Creditor") in the amount of $30,449.09 from L. T. Contractors, Inc. (hereafter "Contractor") for labor or materials or both furnished by Creditor and used in the construction of the Haines - Pocohontas, Baker County, Contract No. 9992 project and the LaGrand - Hot Lake, Union County, Contract No. 10002 project.

2. True and correct copies of invoices and Creditor's latest statement supporting this account are attached.

3. Creditor supplied its last labor or material to Contractor on the 8th day of July, 1985.

4. Creditor has satisfied in full all claims for labor, materials or supplies purchased for use in connection with Creditor's contract with contractor under the above described job and all charges for equipment rented except: (if none, insert "no exceptions") no exceptions.

ASH GROVE CEMENT COMPANY

By W P Jones
W. Perry Jones
Creditor Manager

STATE OF KANSAS)
) SS.
COUNTY OF JOHNSON)

On this 1st day of November, 1985, before me, the undersigned, a notary public, personally appeared W. Perry Jones, to me known to be the person described in and who executed the foregoing instrument and acknowledged that he executed the same as his free act and deed in the capacity stated, and as the free act and deed of said company.

In witness whereof, I have hereunto set my hand and affixed my official seal in my office the day and year last above written.

Nyla Adt
NOTARY PUBLIC
State of Kansas
MY APPT. EXPIRES 10-18-82

Nyla Adt
Notary Public

My commission expires:

H23

H24

STATEMENT

ASH GROVE CEMENT COMPANY

P.O. BOX [illegible], OVERLAND PARK, KANSAS [illegible]

TO INSURE PROPER CREDIT PLEASE RETURN REMITTANCE COPY OF INVOICES WITH PAYMENT.

CUSTOMER NO	DATE
66250	09-30-86

L. T. CONTRACTORS, INC.
P.O. BOX 4448
SUN RIVER, OR 97702

[illegible]

DATE	INVOICE NO	REFERENCE NO	TRANSACTION	CHARGES/CREDITS	CASH DISCOUNT
06-30-86	3466		LIME INVOICE	17,021.49	
09-30-86	3466		CASH PAYMENT	6,469.34-	
07-31-86	4200		LIME INVOICE	19,886.94	

CURRENT	PAST DUE	TOTAL AMOUNT	TOTAL CASH DISCOUNT
.00	30,449.09	30,449.09	

[illegible]

RECEIVED
NOV 4

ORIGINAL INVOICE

ASH GROVE CEMENT COMPANY

E03

P O BOX 25900, OVERLAND PARK, KANSAS 66225

INVOICE DATE	INVOICE NO	PAGE	CUSTOMER NO	TERR	SHIPPED FROM
06/30/85	3455	1	55250-01	41	PORTLAND

SOLD TO

3 L. T. CONTRACTORS, INC.
P.O. BOX 4448
SUN RIVER, OR
97702

SHIP TO

6 L.T. CONTRACTORS, INC.
CULLEY LANE 5 MI NORTH OF
BAKER, OR
97814

TO INSURE PROPER CREDIT PLEASE RETURN REMITTANCE COPY WITH PAYMENT.

SHIP DATE	CONTROL NUMBER	CUSTOMER ORDER OR CONTRACT NO	CARRIER	PROD CODE	PRODUCT	TONS	PROS	PRICE PER UNIT	SALES OR USE TAX	FREIGHT ADJUSTMENT	AMOUNT
0603	09801012	5598	KLIN	71	SNOWFLAKE BU	28 16		120 60			3396 10
0610	09801013	5598	KLIN	71	SNOWFLAKE BU	25 40		120 60			3063 24
0611	09801014	5598	KLIN	71	SNOWFLAKE BU	30 61		120 60			3691 57
0611	09801015	5598	KLIN	71	SNOWFLAKE BU	29 92		120 60			3608 35
0628	09801016	5598	KLIN	71	SNOWFLAKE BU	27 05		120 60			3262 23
DEDUCT DISCOUNT OF **NONE** IF PAID BY		POSITIVELY NO DISCOUNT ALLOWED THEREAFTER			TOTALS ▶	141 14					17021 49

TERMS: NET 15 DAYS.

WE ARE NOT RESPONSIBLE FOR LOSS, DAMAGE OR DELAYS IN TRANSIT. IF ANY LOSS OR DAMAGE, HAVE RAILROAD AGENT OR TRUCK DRIVER NOTE FACTS ON EXPENSE OR DELIVERY BILL OVER HIS SIGNATURE

RECEIVED
NOV 4 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL INVOICE

ASH GROVE CEMENT COMPANY

008

INVOICE DATE	INVOICE NO	PAGE	CUSTOMER NO	TERR	SHIPPED FROM
07/31/85	4200	1	55250-01	41	PORTLAND

SOLD TO

L. T. CONTRACTORS, INC.
P.O. BOX 4448
SUN RIVER, OR
97702

SHIP TO

L.T. CONTRACTORS, INC.
CULLEY LANE 5 MI NORTH OF
BAKER, OR
97814

TO INSURE PROPER CREDIT PLEASE RETURN REMITTANCE COPY WITH PAYMENT

SHIP DATE	CONTROL NUMBER	CUSTOMER ORDER OR CONTRACT NO	CARR ID	PROD CODE	PRODUCT	TONS	BAGS	PRICE PER UNIT	SALES OR USE TAX	FREIGHT ADJUSTMENT	AMOUNT
0702	09801017	5598	KLIN	71	SNOWFLAKE BU	30 00		120 60			3618 00
0705	09801018	5598	KLIN	71	SNOWFLAKE BU	31 17		120 60			3759 10
0708	09801019	5598	KLIN	71	SNOWFLAKE BU	30 01		120 60			3619 21
0708	09801020	5598	KLIN	71	SNOWFLAKE BU	28 61		120 60			3450 37
0708	09801023	5598	KLIN	71	SNOWFLAKE BU	18 99		120 60			2290 19
0708	09801024	5598	KLIN	71	SNOWFLAKE BU	26 12		120 60			3150 07
TOTALS ▶						164 90		[redacted]			19886 94

DEDUCT DISCOUNT OF **NONE** IF PAID BY

POSITIVELY NO DISCOUNT ALLOWED THEREAFTER

TERMS: NET 15 DAYS.

RECEIVED
NOV 4 1985
COMMISSIO SERVICES
DEPARTMENT OF TRANSPORTATION

10,933

Report # 25

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION La Grande - Hot Lake	WEEK ENDING: Nov. 9, 1985
		SECTION PREFIX C10002
	HIGHWAY La Grande - Baker	COUNTY Union
NAME OF JOB La Grande - Hot Lake	KIND OF WORK Paving	
CONTRACTOR L. T. Contractors, Inc.	CONTRACT NUMBER 10002	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 10, 1985	DATE WORK STARTED April 29, 1985	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 764,096.76	SPECIFIED COMPLETION DATE August 15, 1985	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 703,507.59	ENGINEERING AUTHORIZATION $ 60,589.17	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 806,947.21	-0- ENGINEERING COST TO DATE $ 38,396.86	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN 10.7 %	PERCENT OF AUTHORIZATION 64 %	DATE PROJECT WAS COMPLETED: 8-25-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			0	100	100		

		GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1	0	0	0	0	8.1
MILES PARTIALLY COMPLETED	2					
MILES COMPLETED	3					8.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4					19,803.8T
TOTAL QUANTITIES CORRECTED TO DATE	5					19,803.8T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6					19,803.8T
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Project complete.

The semi-final will be submitted to Region next week.

Final Report

SIGNED Ed Neilsen, Proj. Mgr.

LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

10,002

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 5, 1985

CC 35

In Reply Refer to File No.: CON 5

TO: Oregon Transportation Commission

Robert N. Bothman

FROM: E. S. Hunter for
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
La Grande S.C.L.-Hot Lake/Airport Road Section
La Grande-Baker Highway, Union County
Contract No. 10,002

This State-funded paving project is nearing completion and it now appears that the final cost will exceed the project authorization by $81,500 or 11 percent.

A major saucer condition was found to exist in the travel lanes of the project and it was necessary to use additional quantities of asphalt concrete paving mixture to restore proper shape to the pavement prior to placement of the final wearing course. These measures are expected to add approximately $93,000 to the cost of the project and will be partially offset by underruns in other items.

There are sufficient funds available in the category of work and no federal participation is involved.

I recommend that the authorization be increased by $81,500 to a new total of $845,596.76. This matter will be on the consent calendar for the September 17 meeting.

cc Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
R. D. Hector
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 17, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
LaGrande S.C.L.-Hot Lake/Airport Road Section
LaGrande-Baker Highway, Union County
Contract No. 10,002

This State funded paving project is nearing completion and it now appears that the final cost will exceed the project authorization by $81,500.00 or 11 percent.

A major saucer condition was found to exist in the travel lanes of the project and it was necessary to use additional quantities of asphalt concrete paving mixture to restore proper shape to the pavement prior to placement of the final wearing course. These measures are expected to add approximately $93,000.00 to the cost of the project and will be partially offset by underruns in other items.

There are sufficient funds available in the category of work and no federal participation is involved.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $81,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
E. Neilsen
B. M. Walton
D. L. Trout

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
AUG 30 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1985 Gladstone Inter.(Gladstone) 10,003
Sec, E. Portland Fwy.
(grading, paving, sign, signals)

10 003 jc cc: OSHD (D. R. Adams)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 2/8/88	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. IRG-205-7(104)300
COMPLETION DATE (Actual) 4/9/86	ACCEPTANCE DATE BY CONRTACT AGENCY July 28, 1987	TIME ELAPSED 250 %	CONTRACT TIME S.C.D. 9/30/85

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GLADSTONE INTERCHANGE
EAST PORTLAND FREEWAY
Grading, Paving, Signing & Signals

NOTED
E. SCHWART

This project provided for new signals at the interchange legs at the intersection of 82nd Drive, and widening the southbound on-ramp and the northbound off-ramp at this intersection. After the contract was let, several items of work were added including improved connections to the bridge ends, additional guardrails and some additional signing. The project overran the original project authorization by approximately 17%. Time extensions totaling 167 days have been granted for the extra work and there are no liquidated damages charged to this project.

The project has been completed according to plans and specifications and is considered acceptable.

A final inspection of the completed work was made April 29, 1986.

- WHK -

RECEIVED
STATE HWY ENGR
FEB 17 '88
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cy
2/18

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE William H. Kappus		SIGNATURE	
TITLE Area Engineer	DATE 2/11/88	TITLE District Engineer A	DATE 2/12/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10,003

August 6, 1987

CON 5 - #10,003

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Contract No. 10,003 awarded to W. R. Grasle Co. for work on the Gladstone Interchange Section of the East Portland Freeway in Gladstone, Clackamas County was completed on July 23, 1986, and accepted by the State Highway Division on July 28, 1987.

Final payment in the amount of $2,987.90 will be released to the contractor after August 11, 1987. The total contract amount is $259,191.96 including $27,770.33 for work performed under force account.

You have been previously notified of a claim filed against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: W. R. Grasle Co.
P.O. Box 4123
Portland, OR 97208

Fred S. James & Co.
111 SW Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Rick Kuehn

10,003

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10003

TO: Commission Services

DATE: July 28, 1987

FROM: for D R Adams W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10003, On Site Work Substantially Completed April 19, 1986

All Work Completed July 23, 1986

Project Gladstone Interchange (Gladstone)

Highway East Portland Freeway

County Clackamas

Type of Work Grading, Paving, Signing and Signals

Contractor W. R. Grasle Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-6-87 - Surety letter written.

RECEIVED
JUL 29 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,003

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

July 22, 1987
IN REPLY REFER TO
HA.1-OR

RECEIVED
STAT HWY ENGR
JUL 22 '87
REFER TO
FOR
Info | Invest | R/O | D/R | Sig | Act | File

7/23
cm

cy Schwartz
Adams

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IRG-205-7(104)300
Gladstone Interchange
East Portland Freeway

Enclosed is a copy of a June 10, 1987 letter from the Department of Labor notifying FHWA that an investigation has been completed of subcontractor Scott Masonry on the subject project. DBRA/CWHSSA violations were identified and full restitution has been made. The Department of Labor is closing its file on this project and normal project closure procedures may proceed accordingly.

Sincerely yours,

Dale E. Wilken
Division Administrator

Enclosure
Ltr Dept of Labor 6-10-87

cc:
OSHD (G. A. Potter, Program) w/encl

Send to Reg.

U.S. Department of Labor

Employment Standards Administration
Wage and Hour Division
909 First Avenue, Room 3032
Seattle, Washington 98174

June 10, 1987

Reply to the Attention of

Ms. Ruth R. Anders
Assistant Chief Counsel
for General Law
Federal Highway Administration (HCC 50.3)
U.S. Department of Transportation
Washington, D.C. 20591

Dear Ms. Anders:

Re: W. R. Grasel Co. - Prime Contractor
Portland, Oregon
Scott Masonry - Subcontractor
Portland, Oregon
FHA Grant No. IRG-205-7(104)300
State No. 10003
Walks, Curbs & Gutters
Gladstone Interchange
Interstate 205, Oregon

Our File No: 86-956-04586

This is to advise your office of the findings of a recent concurrent Fair Labor Standards Act, Davis-Bacon Related Act (DBRA), and Contract Work Hours and Safety Standards Act (CWHSSA) investigation of the above-captioned Subcontractor's performance on work financed by construction grant no. IRG-205-7(104)300.

The investigation disclosed, in addition to record keeping violations, DBRA/CWHSSA back wages in the total amount of $6,401.37 due 14 employees. The DBRA violations, in the amount of $6,273.88 due 14 employees were the result of the subcontractor's failure to pay prevailing wage rates and fringe benefits. The CWHSSA back wages amounting to $127.49 due 9 employees were the result of the subcontractor's failure to pay compute overtime for work in excess of 8 hours per day (note the law has since been amended to limit the overtime requirement to work in excess of 40 hours per week). Liquidated damages in the amount of $90 were computed as the result of the overtime violations.

At the conclusion of the investigation, the subcontractor made full restitution and pledged future compliance. We are enclosing a copy of our investigation report, summaries of the back wages/liquidated damages, and liquidated damages computations for your further information and we are closing our file.

Mr. Gary Kenned of the local agency was contacted during the course of the investigation and has been advised of our findings.

Sincerely,

W.J. Olson for
Assistant Regional Administrator

Enclosures

Scott Masonry
3726 N. Kirby
Portland, Oregon 97227

DBRA/CWHSSA NARRATIVE

CONTRACT INFORMATION:

CONTRACT #:	10003 (Federal Aid Project # IRG-205-7(104)300)
DATE OF AWARD:	4-18-85
DOLLAR AMOUNT OF PRIME:	$265,662.64
DOLLAR AMOUNT OF SUB:	$8,552.00
TYPE OF WORK:	Freeway interchange - walks, curbs, islands
LOCATION:	Gladstone Interchange
DATE WORK BEGAN (SUB):	9-14-85
DATE WORK ENDED (SUB):	12-7-85
PRIME CONTRACTOR:	W R GRASLE CO PO Box 4123 Portland, Oregon 97208
SUB CONTRACTOR:	SCOTT MASONRY 3726 N. Kerby Portland, Oregon 97227 287-8577
CONTRACTING AGENCY:	State Department of Transportation - Highway Division 3700 SE 92nd Avenue Portland, Oregon 97266 238-8338
PROJECT MANAGER:	Gary Kennen (State DOT)
WAGE DETERMINATION INFO:	#OR84-5020 Mod 1,2,3

Davis Bacon and Related Acts and Contract Work Hours Safety Standards Act will be referenced throughout the narrative as DBRA and CWHSSA respectively.

Coverage: This employer supplied workers to work on the referenced contract. The contract is subject to DBRA and CWHSSA. Contract information is contained in EX C-1. DBRA and CWHSSA stipulations were contained in the contract.

The investigation was limited to those employees working on the named contract as there is no indication that the employer has held any other government contracts as either a prime or a sub. There is no prior investigative history. No FLSA determinations were made.

EXEMPTIONS: None apply

RECORDKEEPING:

STATUS OF COMPLIANCE./ Firm has maintained no records of the work performed on this contract or of any payments made. Hours worked information and job classification information was taken from the State Department of Transportation daily work logs. - No certified payroll information was ever completed or submitted.

DBRA MINIMUM WAGE (MW) AND FRINGE BENEFITS (FB): Firm had made no payments for any work performed on this contract. A total of $6273.88 was found due 14 employees for MW and FBs. Firm agreed to pay as soon as prime contractor issued them a check to cover the amount due. Prime contractor, W. R. Grasle, agreed to pay the sub rather than have funds withheld from the contract. See A exhibits.

CWHSSA OT: Minimal violations were found. All OT was for daily hours. A total of $127.49 was found due 8 employees for unpaid overtime. See EX A-1,4,5,6,7,8,11,14.

COMPUTATIONS: Computations are based on the information reported on the State Department of Transportation's daily work logs. These logs showed employee names, job classification and number of hours each day.

EX A-1, Philip Cambell, shows $754.16 due for DBRA MW, FBs and CWHSSA OT. Original computations were done at the firm and a later check of the computations revealed a miscalculation. Firm had already made payment in the amount of $752.98, thus the difference between amount on WH-58 and actual backwages due.

Original computations for Theodore Pace (A-8) and Larry Williams (A-14) were made at the prime contractor's firm from DOT records. These 2 later advised me they had several additional hours on the final 2 days of the contract. Scott Masonry advised that was correct and that they had not obtained copies of those daily logs at the time of the initial conference. WH-58s had already been signed for original payment. Subsequent payment for the balance was made in cash and has been confirmed telephonically with the 2 employees. This explains why WH-58s do not reflect total backwages due and paid.

LIQUIDATED DAMAGES: Liquidated damages are computed in all cases on a daily basis. No weekly OT was worked on the contract. A total of $90 was computed for liquidated damages.

DISPOSITION: A final conference was held with owners Doris and Walter Scott at their home on 1-14-86. Provisions of DB RA/CWHSSA were explained in detail. Firm claimed to have made payment of all BWs and would send WH-58s as received. They were given the following WH publications: DBRA Act, DBRA Rights, DBRA poster, Part 5, DBRA Labor Provisions, CWHSSA Act. Future compliance was assurred and the violations were explained to have arisen as a result of two factors: 1 - Firm had not been fully advised by the prime contractor of the provisions of the Acts and 2 - Firm did not have sufficient cash flow to pay wages until prime contractor paid them. Prime contractor agreed to make a payment to the sub in order to allow them to pay the backwages.

Gary Kenned, State DOT,
has been advised of the outcome of this investigation.

Pam Yerger, Compliance Officer, Portland, OR area office
1-14-86

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION
Portland OR 97201

COMPLIANCE OFFICER Pam Yerger
DATE

SUMMARY OF UNPAID WAGES

PAYMENT TO BE COMPLETED AND ORIGINAL COPY OF RECEIPT (S) MAILED TO OFFICE DESIGNATED BY ______

1. NAME	2. ADDRESS	3. PERIOD COVERED by Workweek Ending Dates		4. ACTS (See code below)*	5. GROSS AMOUNTS DUE	
Philip Campbell	2915 SE 87th Portland OR	11-16-85	12-7-85	4/5	754.16	Pd
T.J. Douglas	509 NE Fargo Portland OR 97212	"	11-23-85	4/	220.68	Pd
Godfrey Green	3623 N Kerby Portland OR 97227	11-23-85	"	4	129 —	Pd
C Harris	3937 N Kerby Portland 97227	12-7-85	12-7-85	4/5	194.11	Pd
Eddie Hillman SR		✓	✓	4/5	194.11	Pd
Eddie Hillman JR	53 NE Sacramento Portland OR	11-23-85	✓	4/5	323.11	Pd
Terry Langlois	1828 SE Morrison Portland OR	11-16-85	✓	4/5	322.85	Pd
Theodore Pace	633 NE Portland Blvd Portland OR 97211	12-7-85	✓	4/5	270.51	Pd
Tony Rogers		10-19-85	10-19-85	4/	449.71	
Rev Scott	3726 N Kerby Portland OR 97227	11-16-85	11-16-85	4/	108.36	Pd
Manuel Scott	" " "	10-19-85	12-7-85	4/5	1088.86	Pd
Leo Sittum	4736 N Missouri Portland OR	11-16-85	11-16-85	4	454.88	Pd
Eric Stenson	4928 NE 13th Portland OR	11-2-85	11-2-85	4/	76.40	Pd
Larry Williams	5233 NE 15th Portland OR 97211	11-2-85	12-7-85	4/5	1814.63	Pd
DBRA + CWHSSA SUMMARY						

TOTAL 6401.37

Name and address of establishment

Scott Masonry
3726 N. Kerby
Portland OR 97227

*Column 4-Code

FLSA	1
PCA	2
SCA	3
DBRA	4
CWHSSA	5
CCPA	7

See Reverse Side for Instructions

Form WH-56
(Rev. Jan. 1981)

Summary of Unpaid Wages

U.S. Department of [illegible]bor
Employment Standards Administration
Wage and Hour Division

COMPLIANCE OFFICER: Pam Yerger
DATE:
EMPLOYER FED. TAX ID NUMBER:

PAYMENT TO BE COMPLETED AND ORIGINAL COPY OF RECEIPT (S) MAILED TO OFFICE DESIGNATED BY ______

1. NAME	2. ADDRESS	3. PERIOD COVERED by Workweek Ending Dates		4. ACTS (See code below)*	5. GROSS AMOUNTS DUE
Philip Campbell	2715 SE 87th Portland OR	11-16-85	12-7-85	4	742.55
TJ Douglas	509 NE Fargo Portland OR 97212	"	11-23-85	4	220.68
Geoffrey Green	3623 N. Kerby Portland OR 97227	11-23-85	"	4	129 -
C Harris	3937 N. Kerby Portland OR 97227	12-7-85	12-7-85	4	182 49
Eddie Hillman SR		✓	✓	4	182.49
Eddie Hillman JR	53 NE Sacramento Portland OR	11-23-85	✓	4	311.49
Terry Langlois	1828 SE Morrison Portland OR	11-16-85	✓	4	307.36
Theodore Pace	633 NE Portland Blvd Portland OR 97211	12-7-85	✓	4	258.89
Tony Rogers		10-19-85	10-19-85	4	449.71
Rev Scott	3726 N Kerby Portland OR 97227	11-16-85	11-16-85	4	108.36
Manuel Scott	"	10-17-85	12-7-85	4	1077.24
Leo Sittum	4736 N. Missouri Portland OR	11-16-85	11-16-85	4	454.88
Eric Staison	4928 NE 13th Portland OR	11-2-85	11-2-85	4	76.40
Larry Williams	5233 NE 15th Portland OR 97211	✓	12-7-85	4	1772.34

DBRA summary

TOTAL 6273.88

Name and address of establishment

Scott Masonry
3726 N. Kerby
Portland, OR 97227

*Column 4-Code

FLSA	1
PCA	2
SCA	3
DBRA	4
CWHSSA	5
CCPA	6

Form WH-56
Rev. August 1984

Summary of Unpaid Wages

U.S. Department o bor
Employment Standards Administration
Wage and Hour Division

COMPLIANCE OFFICER: Pam Yerger

DATE:

EMPLOYER FED. TAX ID NUMBER.

PAYMENT TO BE COMPLETED AND ORIGINAL COPY OF RECEIPT (S) MAILED TO OFFICE DESIGNATED BY ____________

1. NAME	2. ADDRESS	3. PERIOD COVERED by Workweek Ending Dates		4. ACTS (See code below)*	5. GROSS AMOUNTS DUE
Philip Campbell	8915 SE 87th Portland, OR	12-7-85 ~~11-16-85~~	12-7-85	5	11.61
C Harris	3937 N. Kerby Portland, OR 97227	12-7-85	"	5	11.62
Eddie Hillman SR		12-7-85	"	5	11.62
Eddie Hillman JR	53 NE Sacramento Portland, OR	"	"	5	11.62
Terry Langlois	1828 SE Morrison Portland OR	"	"	5	15.49
Theodore Pace	633 NE Portland Blvd Portland OR 97211	"	"	5	11.62
Manuel Scott	3726 NE Kerby Portland OR 97227	"	"	5	11.62
Larry Williams	5233 NE 15th Portland OR 97211	"	"	5	42.29

CWHSSA BACK WAGE SUMMARY

TOTAL 127.49

Name and address of establishment

Scott Masonry
3726 N Kerby
Portland, OR 97227

*Column 4-Code	
FLSA	1
PCA	2
SCA	3
DBRA	4
CWHSSA	5
CCPA	6

Form WH-56
Rev. August 1984

(U.S.GPO:1984-0-456-630/1072

Summary of Unpaid Wages

LDS

U.S. Department of Labor
Employment Standards Administration
Wage and Hour Division

COMPLIANCE OFFICER: DATE:

EMPLOYER FED. TAX ID NUMBER:

PAYMENT TO BE COMPLETED AND ORIGINAL COPY OF RECEIPT (S) MAILED TO OFFICE DESIGNATED BY ______

1. NAME	2. ADDRESS	3. PERIOD COVERED by Workweek Ending Dates		4. ACTS (See code below)*	5. GROSS AMOUNTS DUE
Phillip Cambell					10—
C. Harris					10—
Eddie Hillman SR.					10—
Eddie Hillman JR					10—
Terry Langlois					10—
Freddie Pace					10—
Manuel Scott					10—
Larry Williams					20—
	Liquidated Damages				

TOTAL 90.00

Name and address of establishment

Scott Masonry

*Column 4-Code

FLSA	1
PCA	2
SCA	3
DBRA	4
CWHSSA	5
CCPA	6

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R3400

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Scott Masonry LDs Date

Employee Philip Cambell Social Security No.

Address (ZIP CODE)

Occupation

Year and Workweek Ending	Hours Worked								Rate of Pay	LDs				Amount Due Employee
	S	M	T	W	T	F	S	Total						
12-7-85			9T.							10-				10-
														10 -

Form WH-55 (Rev. 6/80)

Compliance Officer 4530

A-15

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R[illegible]

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment [illegible] LDs Date

Employee C Harris Social Security No.

Address (ZIP CODE)

Occupation

Year and Workweek Ending	Hours Worked								Rate of Pay	LDs				Amount Due Employee
	S	M	T	W	T	F	S	Total						
[illegible] 15			[illegible]							10-				10-
														10-

Form WH-55 (Rev. 6/80)

Compliance Officer [illegible]

A-[illegible]

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R[illegible]

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Scott [illegible] LDs Date

Employee Eddie [illegible] Sr. Social Security No.

Address

(ZIP CODE)

Occupation

Year and Workweek Ending	Hours Worked								Rate of Pay	LDs				Amount Due Employee
	S	M	T	W	T	F	S	Total						
[illegible]			9½							10-				10 -
														10 -

Compliance Officer

Form WH-55 (Rev. 6/80)

A-17

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R1401

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment Scott [illegible] LDs Date

Employee Edd. [illegible] Jr. Social Security No.

Address (ZIP CODE)

Occupation

Year and Workweek Ending	Hours Worked								Rate of Pay	LDs				Amount Due Employee
	S	M	T	W	T	F	S	Total						
12-7-83			9½							10-				10-
														10-

Compliance Officer

Form WH-55 (Rev. 6/80)

A-18

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R3410

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment [illegible] LDS Date

Employee Jerry [illegible] Social Security No.

Address

(ZIP CODE)

Occupation

Year and Workweek Ending	Hours Worked							Total	Rate of Pay	LDS				Amount Due Employee
[illegible]		10								15				10-
														10-

Compliance Officer [illegible]

Form WH-55 (Rev. 6/80)

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R3400

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment [illegible] LD Date

Employee [illegible] Social Security No.

Address (ZIP CODE)

Occupation

YEAR AND WORKWEEK ENDING	HOURS WORKED								RATE OF PAY	LD				AMOUNT DUE EMPLOYEE
					7	1		TOTAL						
2			9							10				10 -
														12 -

Compliance Officer [illegible]

Form WH-55 (Rev. 6/80)

A-2

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R[illegible]

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment [illegible] LDs Date

Employee [illegible] Social Security No.

Address (ZIP CODE)

Occupation

Year and Workweek Ending	Hours Worked								Rate of Pay	LD.				Amount Due Employee
								Total						
1-		2								10				10 -
														-
														10 -

Form WH-55 (Rev. 6/80)

Compliance Officer Yerg[illegible]

A-21

U.S. DEPARTMENT OF LABOR
EMPLOYMENT STANDARDS ADMINISTRATION
WAGE AND HOUR DIVISION

OMB Approval No. 44-R3410

WAGE TRANSCRIPTION AND COMPUTATION SHEET

Establishment [illegible] LDs Date

Employee [illegible] Social Security No.

Address

(ZIP CODE)

Occupation

Year and Workweek Ending	Hours Worked								Rate of Pay	LDs				Amount Due Employee
		[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Total						
[illegible]										[illegible]				20 –

Compliance Officer [illegible]

A-22

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

AGENDA
JUL 21 1987
[illegible]

In Reply Refer to
File No. CON 5
10003

DATE: July 6, 1987

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Gladstone Interchange Section
East Portland Freeway, Clackamas County
Contract No. 10003

This federal-aid interchange improvement and signal project has been completed and accounting indicates that the final cost exceeds the project authorization by $19,800 or 7 percent. The authorization was previously increased by action of the Commission at the meeting of November 18, 1985, because of the addition of work on the guardrail, parapets and approaches to the Gladstone Overcrossing structure.

The earlier request for increased authorization failed to account for additional embankment material required to construct the project to the lines and grades of the revised plan. The overrun of this item added more than $8,900 to the cost of the project.

The remainder of the overrun is due to construction engineering cost which overran because of the need to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $19,800 to a new total of $313,862.64. This matter will be on the consent calendar for the July 21 meeting.

bc: Bob Bothman
Fran Neavoll ✓
C. O. Fredrickson
Dick Hacek
R. A. Kuehn
George Bell

Form 734-3122 (1-87)

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10003

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 6, 1987

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Gladstone Interchange Section
East Portland Freeway, Clackamas County
Contract No. 10003

This federal-aid interchange improvement and signal project has been completed and accounting indicates that the final cost exceeds the project authorization by $19,800 or 7 percent. The authorization was previously increased by action of the Commission at the meeting of November 18, 1985, because of the addition of work on the guardrail, parapets and approaches to the Gladstone Overcrossing structure.

The earlier request for increased authorization failed to account for additional embankment material required to construct the project to the lines and grades of the revised plan. The overrun of this item added more than $8,900 to the cost of the project.

The remainder of the overrun is due to construction engineering cost which overran because of the need to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $19,800. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: R. A. Kuehn
G. G. Kennen
B. M. Walton
Don Trout

ok

81-125-1307

10.003 N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 3-101	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Clackamas
PROJECT REPORT NUMBER		Project Number IRG-205-7(104)300
MODIFICATION NUMBER 2	3-11-87	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 323,361.00	$ 326,370.00
Federal funds	$ 323,361.00	$ 326,370.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 11TH day of MAR, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon March 9, 1987

Federal-Aid Project No. IRG-205-7(104)300

Gladstone Interchange (Gladstone) Section
East Portland Freeway
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y031
Traffic Signals (2 locations) M.P. 11.05

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Guardrail Type 2A	$12.00	570	$6,840.00	600	$ 7,200.00	
Conduit & Transformer Pad Installation (PA #1A)	---	---	7,000.00	---	7,280.00	
Include Size Traffic Loop Detectors (PA #6A)	---	---	---	---	283.40	
Remove Refab & Reinstall Pole #3 (PA #7A)	---	---	---	---	1,403.00	
Additional Guard-rail Crub Sidewalk Br. Conn. (FA #1)	---	---	25,000.00	---	25,290.38	
			$38,840.00		$41,456.78	
					Increase	$ 2,616.78
		Subtotal from Estimate of December 3, 1985				275,261.75
					Subtotal	$277,878.53
					Engineering	41,681.47
					Total	$319,560.00

Length of Project ------------------ 0.00 mi.

Retain in Reserve

PGE & Supply Electric Power Service	All Required	$ 6,000.00
	Engineering	810.00
	Total	$ 6,810.00

SUMMARY OF FUNDS (100%)

Description	Appn Code	Total Cost	Federal Funds
Signals	047	$319,560.00	$319,560.00
Reserve	047	6,810.00	6,810.00
TOTAL		$326,370.00	$326,370.00

Group 1 = 100%
Contract No. 10,003
Prefix: 603-1944 P.E.
Prefix: C10003 -- F03147

RLC:me

10,002

FILE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-98		State Oregon
PROJECT REPORT NUMBER		County Clackamas
MODIFICATION NUMBER 1		Project Number IRG-205-7(104)300

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 23, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 265,662.00	$ 323,361.00
Federal funds	$ 265,662.00	$ 323,361.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Manager, Program Section
(Title)

XXBy For: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 3, 1985

FEDERAL AID PROJECT NO. IRG-205-7(104)300

GLADSTONE INTERCHANGE (GLADSTONE) SEC.
EAST PORTLAND FREEWAY
CLACKAMAS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
TRAFFIC SIGNALS (2 LOCATIONS) M.P. 11.05

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment in Place	$ 14.00	1,977	$27,678.00	2,615	$36,610.00
Cement Treated Base	17.00	700	11,900.00	843	14,331.00
Conduit & Transformer Pad Installation (PA #1A)	----	----	----	----	7,000.00
Additional Guardrail Curb Sidewalk Br. Con. (FA #1)	----	----	----	----	25,000.00
PGE Undergd. Elec. Serv Traf Signal (S.F.O. #4)	----	----	----	----	3,834.75
			$39,578.00		$ 86,775.75

Increase	$ 47,197.75
Subtotal from estimate of April 23, 1985	228,064.00
Subtotal	$ 275,261.75
Engineering	41,289.25
Total	$ 316,551.00

Length of Project 0.00 mi.

RETAIN IN RESERVE

PGE & Supply Electric Power Service	All Required		$ 6,000.00
		Engineering	810.00
		Total	$ 6,810.00

SUMMARY OF FUNDS 100%

Description	Total Cost	Federal Funds
Signals	$ 316,551.00	$ 316,551.00
Reserve	6,810.00	6,810.00
Total	$ 323,361.00	$ 323,361.00

Group 1 100%
Contract No. 10,003
Prefix: 603-1944 P.E.
Prefix: C10003
Appn Code: 047

RLC:bkb

PD.003

TO BE COMPLETED BY FHWA 4-220	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Clackamas PROJECT NO. IRG-205-7(104)300

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205 Gladstone Interchange (Gladstone)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-20-85	0.0
OTHER *(Specify)*		

FUNDS Pro-rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 265,662.00	FEDERAL FUNDS $ 265,662.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
~~XX~~For: H.S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator APR 26 1985

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 23, 1985

FEDERAL AID PROJECT NO. IRG-205-7(104)300

GLADSTONE INTERCHANGE (GLADSTONE) SECTION
EAST PORTLAND FREEWAY
CLACKAMAS COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y031
TRAFFIC SIGNALS (2 LOCATIONS)(M.P. 11.05)

Mobilization	Lump Sum	All	Lump Sum	$ 5,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,000.00
Temporary Signs	Sq. Ft.	315	5.00	1,575.00
Temporary Barricades	Each	3	70.00	210.00
Temporary Plastic Safety Markers	Each	25	35.00	875.00
Flaggers	Hour	300	10.00	3,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	1,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,000.00
Embankment in Place	Cu. Yd.	1,977	14.00	27,678.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	800.00
Aggregate Shoulders	Ton	750	14.00	10,500.00
Cement in Treated Base	Ton	700	17.00	11,900.00
Class "C" Asphalt Concrete	Ton	1,200	32.50	39,000.00
Guard Rail, Type 2A	Lin. Ft.	570	12.00	6,840.00
Guard Rail, Type 3	Lin. Ft.	25	25.00	625.00
Guard Rail Anchors, Type 1	Each	1	325.00	325.00
Rail End Pieces, Type C	Each	1	100.00	100.00
Concrete Walks	Sq. Yd.	105	20.00	2,100.00
Concrete Curb	Lin. Ft.	42	6.00	252.00
Concrete Island	Cu. Yd.	40	155.00	6,200.00
Removal of Existing Sign Installations	Lump Sum	All	Lump Sum	375.00
Wood Sign Posts	Lump Sum	All	Lump Sum	475.00
Sign Support Footings	Lump Sum	All	Lump Sum	1,000.00
Single Post Slip Base Sign Supports	Lump Sum	All	Lump Sum	2,800.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	525.00
Type 'AA' Signs in Place	Sq. Ft.	219	20.00	4,380.00
Type 'C' Signs in Place	Sq. Ft.	7	8.00	56.00
Type 'EE' Signs in Place	Sq. Ft.	34	13.00	442.00
Type 'I' Signs in Place	Sq. Ft.	32	13.00	416.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	77,490.00

Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	8,500.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	3,000.00
				$221,439.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 2,650.00
State Furnished Prom & Program	All Required	700.00
Signal Controller Testing & Turn-On	All Required	2,275.00
Roadside Seeding, Mulching & Fertilizing	All Required	1,000.00
		$ 6,625.00
	SUBTOTAL	$228,064.00
	Engineering	30,788.00
	TOTAL	$258,852.00

Length of Project -------------- 0.00 mile

RETAIN IN RESERVE

P.G.E. to Supply Electric Power Service	All Required	$ 6,000.00
	Engineering	810.00
		$ 6,810.00

SUMMARY OF FUNDS (100%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS
Signals	$258,852.00	$258,852.00
Reserve	6,810.00	6,810.00
TOTAL	$265,662.00	$265,662.00

Group 1: 100%
Contract No. 10,003
Prefix: 603-1944 P.E.
Prefix: 603-1079

CPL:pf/me

10, 11

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: JUNE 28, 1986

CONTRACT NO: C10003

F.A. PROJECT NO: IRG-205-7(104)300

DATE OF AWARD: APRIL 18, 1985

FIRST NOTIFICATION DATE: AUGUST 5, 1985

ESTIMATED DATE OF COMPLETION, OR: APRIL 21, 1986

SECOND NOTIFICATION DATE AND: APRIL 21, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: JUNE 20, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

PROJECT NAME (SECTION): GLADSTONE INTERCHANGE (GLADSTONE)

HIGHWAY: E. PORTLAND FREEWAY

COUNTY: CLACKAMAS

CONTRACTOR: W.R. GRASLE COMPANY

KIND OF WORK: GRADING PAVING SIGNING AND SIGNALS

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 272,996.88

ESTIMATED PROJECT COST $ 276,555.01

ESTIMATED PERCENT [✓ OVERRUN]/UNDERRUN 1.0 %

ENGINEERING

AUTHORIZATION $ 21,065.76

COST THIS WEEK $ 0.00

TOTAL TO DATE $ 34,782.00

PERCENT OF AUTHORIZATION 165 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	/ /	103	258	250	NO
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	1,977 CY	1,450 TN	1,200 TN			
EST. CORRECTED QUANTITIES	2,617 CY	1,506 TN	1,213 TN			
EST. PERFORMED TO DATE	2,617 CY	1,506 TN	1,213 TN			
PERCENT PERFORMED TO DATE	100	100	100	99	0	0

ACTIVITIES THIS WEEK:

No activity.

PROJECT VISITORS:

None

ACTIVITIES ANTICIPATED NEXT WEEK:

No activity. Project work complete.
Semi-final submitted on 6-20-86.

FINAL REPORT

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

P

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Gary Kennen
GARY KENNEN

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

CL 1986-0243

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUL 8 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - 10,003

June 27, 1986

Hogan Mfg., Inc.
5720 SE Johnson Creek Blvd.
Portland, OR 97206

We have received your letter dated June 10, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Hogan Mfg., Inc.
AMOUNT:	$815.00
AGAINST (PRIME CONTRACTOR):	W. R. Grasle Co.
SUBCONTRACTOR:	Gaynetco, Inc.
CONTRACT NO.:	10,003
PROJECT:	Gladstone Interchange (Gladstone) Section, East Portland Freeway, Clackamas County
SURETY:	The American Insurance Company
AGENT:	Fred S. James & Co.

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
JUL 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Robert W. Gormsen
COMMISSION SERVICES

cc: W. R. Grasle
P. O. Box 4123
Portland, OR 97208

Fred S. James & Co.
111 SW Columbia
Portland, OR 97201

The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

NOTED ON CARD
7-[illegible]-86cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

[illegible] (10-80)

(503) 774-4940

HOGAN MFG., INC.
5720 S.E. Johnson Creek Blvd.
Portland, Oregon 97206

June 10, 1986

P-309

Commission Services
121 Transportation Building
Salem, Oregon 97310

Attn: Bob Gormsen

RE: Gladstone Interchange (Gladstone)
O.S.H.D. No. 10003

SUBJECT: Delinquent Payment - $815.00

We are suppliers to Gaynetco, Inc. a Sub-Contractor on this project, and we are not being paid.

The prime contractor is: W. R. Grasle Co.
P.O. Box 4125
Portland, Oregon 97310

We would like to file on the bond.

Sincerely,

Hogan

Richard A. Hogan, President
Hogan Manufacturing, Inc.

RAH:sc

RECEIVED
JUN 11 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc 10,005

U. S. DEPARTMENT OF TRANSPOF TION
FEDERAL HIGHWAY ADMINIS. ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IRG-205-7(104)300

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division 6-12-86

4. PROGRAM NO.

5. ITEM NO.
50006

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
ST. HWY ENGR
JUN 18 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE
April 21, 1986

8. FEDERAL ROUTE NUMBER
Interstate 205

9. STATE ROUTE NUMBER
Primary 64

10. GENERAL LOCATION:
Gladstone Interchange Section (Gladstone)

11. GENERAL DESCRIPTION OF WORK
Relocation of an existing guide sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 4/21/86 as requested in Mr. Fredrickson's letter of 6/9/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $2,000;
Federal Funds $2,000.

14. DATE
6/18/86

15. SIGNATURE OF APPROVING OFFICIAL
CR Christianson

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,003

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:
CON 5
10003

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IRG-205-7(104)300

Contract	10003, Work Completed April 19, 1986
Project	Gladstone Interchange (Gladstone)
Highway	East Portland Freeway
County	Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 29, 1986

G. K.
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JUN 17 '86
REFER TO Fredrickson
FOR

Info	Invcs	R/D	D/R	Sign	Act	File

Orig to
6/18

BMW:11

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
MAY 16 1986
OREGON DIVISION

734-2023 (2-85)

10,003

April 18, 1986

W. R. Grasle Co.
437 N.W. 16th Avenue
P. O. Box 4123
Portland, OR 97208

CON 5
10003

Re: Time Extension Request
Gladstone Interchange
Contract No. 10,003
FAP No. IR-G-205-7(104)300

Your request for additional contract time in which to complete the above project has been reviewed. A contract time adjustment is granted due to the performance of extra and altered work.

The adjusted contract time of completion for this project is May 1, 1986.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:kjm

bc:	C. O. Fredrickson	
	Al Harwood	w/att.
	Gary Kennen	w/att.
	FHWA	w/att.
	Bruce Walton	

TE/269

STATE OF OREGON **INTEROFFICE MEMO**

TO: O. B. JACKMOND
Contract Administration Engineer

DATE: March 17, 1986

Marion Craft

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: Second Time Extension Request
Gladstone Interchange
Contract 10,003

Attached is a time extension request for the subject project. The contractor, W. R. Grasle Co., requests the contract completion date be adjusted from November 15, 1985 to April 15, 1985.

In reviewing this request, in particular the dates and work involved, I would concur with the project manager's recommendation and grant this time extension.

MC/cy/2.7

Attachments
cc Gary Kennen

4-18-86

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension to May 1, 1986 due to performance of extra and altered work.

OB Jackmond

RECEIVED
CONSTRUCTION
CE ..... CAE ......
COE ..... OM ......
SPC ..... TC .....
SA C
QCS ....

S-1307

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

February 10, 1986

In Reply Refer To
File No.:

Toni Leonetti
Gladstone High School
18800 Portland Avenue
Gladstone, OR 97027-1698

This letter is in reply to your letter with regard to the signal at I-205 and the Gladstone Interchange.

Traffic signals are installed at intersections after a comprehensive investigation of traffic conditions and physical characteristics of the location, to determine whether a traffic signal is warranted for the intersection.

In 1981 when the Gladstone Interchange was studied for traffic signal installation, each ramp was considered to be an intersection and investigated under the following conditions: (1) Minimum vehicular volume, (2) Interruption of continuous traffic, (3) Minimum pedestrian volume, (4) Accident experience, and (5) Systems warrant. The southbound ramp met four out of five conditions and the northbound ramp met three out of five conditions. The intersection does meet warrants for a traffic signal under these conditions.

Because signal warrants have been met at this intersection, it was felt that it was in the best interest of traffic management to installed the subject traffic signals. We have monitored the signal and will continue to correct any inappropriate delays to the motoring public periodically..

I hope I have answered your concerns. Please feel free to call me at 653-3251 with any further questions you may have.

Dwight Dillon

DWIGHT DILLON
Traffic Signal Manager

NOTED
W. E. SCHWARTZ

RECEIVED
STAT HWY ENGR
FEB 19 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DD:pm

cc: W.E. Schwartz ✓
Edward Hardt
Ronald W. Failmezger

734-1850

Gladstone

Gladstone High School • 18800 Portland Avenue • Gladstone, OR 97027-1698 • (503) 655-2544

Richard B. Baker
Principal
Paul Lambertsen
Vice-Principal

Highway Division
Transportation Building
Salem OR 97310

RECEIVED

FEB 5 1986

TRAFFIC OPERATIONS

Dear Sir,

I am a resident of Gladstone and I am wondering, why, in anyones wildest of wild dreams, would a stop light be put on the 82nd Drive overpass, off of I-205. This installation was not only a total WASTE of money, but it is causing traffic problems as well. In the seven years I've lived here, I've only seem one minor accident at this particular intersection.

Recently, I was waiting for the left turn light to change so I could drive into Gladstone via the 82nd Drive overpass. At this particular light, the cars had backed up almost to the point of entering the freeway. Eventually the cars began treating the light as a stop sign, stopping and then proceeding. This kind of problem had NEVER occured before the installation of this light. The traffic congestion in this area due to these ridiculous lights is not only unnecessary, but they are potentially very dangerous. This danger also did not exist before these lights.

These lights are quite plainly, totally unapplicable at this particular intersection. Why are they here!? Things were smoother before!

A response would be greatly appreciated.

sincerely,

Tony

Tony Leonetti, Student, Gladstone High

Ron - Pls investigate + answer. Thanks.
ELH

V.J.S.
DIR

RECEIVED
STATE HWY ENGR
JAN 27 '86
REFER TO
Hardt
FOR

Info	Inves	R/D	DIR	Sign	Act	File
				✓		

TOS FILE ALL
RTIS SM-1 SM-2

Got a problem

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-205-7(104)300
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas
3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 50006

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO Potter
FOR
Info | R/D | [illegible]

7. DATE AUTHORIZATION EFFECTIVE September 6, 1985
8. FEDERAL ROUTE NUMBER Interstate 205
9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

Gladstone Interchange Section (Gladstone)

11. GENERAL DESCRIPTION OF WORK

Provide electrical service for traffic signals.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 9-6-85 as requested in Mr. Fredrickson's letter of 12-13-85 as being cost effective for the use of PGE forces to proceed with the above work.

Force Order No. 4 is approved to a TEC of $3,834.75; Federal Funds $3,536.00.

14. DATE 12/18/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: November 7, 1985

TO: Oregon Transportation Commission

CON 5

FROM: for Larry Rulien
State Highway Engineer

cc 3 a.

SUBJECT: Request for Increase in Project Authorization
Gladstone Interchange Section
East Portland Freeway Highway, Clackamas County
Contract No. 10003

This federal aid interchange improvement and signal project is nearing completion and it is now apparent that the final cost will exceed the project authorization by $28,400 or 11 percent.

This overrun was caused by the addition of work on the guardrail, parapets and approaches to the Gladstone Overcrossing structure shortly after award of the contract. This work was necessary in order to update the facility to conform to current design standards and added more than $33,500 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $28,400 to a new total of $294,062.64. This matter will be on the consent calendar for the November 18 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 7, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Gladstone Interchange Section
East Portland Freeway Highway, Clackamas County
Contract No. 10003

This federal aid interchange improvement and signal project is nearing completion and it is now apparent that the final cost will exceed the project authorization by $28,400 or 11 percent.

This overrun was caused by the addition of work on the guardrail, parapets and approaches to the Gladstone Overcrossing structure shortly after award of the contract. This work was necessary in order to update the facility to conform to current design standards and added more than $33,500 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $28,400. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
G. Kennen
B. M. Walton
D. L. Trout

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10,003

October 31, 1985

W. R. Grasle Co.
437 N.W. 16th Avenue
P. O. Box 4123
Portland, OR 97208

CON 5

Re: Time Extension Request
Gladstone Interchange
Contract No. 10003
FAP No. IRG-205-7(104)300

Your request for additional contract time in which to complete the above contract due to the extra work performed on this project has been carefully reviewed. A contract time adjustment is granted. The adjusted contract time of completion of this contract is November 15, 1985.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Gary Kennen w/att.
FHWA w/att.
Bruce Walton

TE/227

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 21, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Operations Engineer

SUBJECT: GLADSTONE INTERCHANGE (GLADSTONE)
Contract No. 10003

CE__ CAE__ RECEIVED LS__ TC__
COE__ OM__
OE__ SA__ CC__
CA__ OCT 23 1985 FE__ CP__
CAM__ CONSTRUCTION PQC__
EEO__ SECTION QCS__
FILE__

Attached is a time extension request from the contractor in which he is asking for an extension of time from September 18 to November 15, due to delays in approval for a significant amount of work added to the contract. Gary Kennen has listed some pertinent data in his letter, and recommends we grant additional days to make the completion date November 15, 1985.

Shortly after the contract was awarded, we received revised plans for a portion of the work. There was an extraordinary amount of time spent in negotiating prices for the added work, and as stated in Gary's letter and shown on the attached graph, the price agreement method was abandoned and the contractor directed to proceed under extra work on October 1, 1985.

The number of days from the time the revised plans were received in the Region office until the contractor was directed to proceed under extra work is 148 calendar days. The contractor was responsible for some of this time in his slow response in pricing out the work, however, I think we should grant the contractor the time he has asked for, that is 58 calendar days, or a completion date of November 15, 1985.

Let me know if you need more information.

10-30-85

W. E. Schwartz -

I concur with Region and recommend a time extension to Nov. 15, 1985 due to the revised extra work.

B. A. Jackmond

C/gw

M
Attachment
cc Gary Kennen

MC/10/18/85-1

81-123-1307

May 6, 1985

W. R. Grasle Company
P. O. Box 4123
Portland, OR 97208

CON 5
#10,003

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,003 for work on the Gladstone Interchange (Gladstone) Section of East Portland Freeway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: The American Insurance Company
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Fred S. James & Co.
111 S. W. Columbia
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Gary Kennen
L. E. George

W. R. GRASLE CO.

ELECTRICAL CONTRACTORS & ENGINEERS

April 15, 1985

Office of Division Services
Room 121 Transportation Building
Salem, Oregon 97310

Re: Gladstone Interchange
and East Portland Freeway
Clackamas County

Attn: Mr. Robert W. Gormsen

Gentlemen:

Pursuant to bid instructions for the above referenced project, we hereby identify our subcontractors to satisfy the minority business requirements for this project.

Subcontractors:

Arrow Brothers Corp. (DBE)
9450 S. W. Commerce Circle
Wilsonville, OR 97070

Bid items: 8, 14, 15, 16 & 17
Value: $ 9,570.00 = 4.3 percent of contract amount

Martinez General Const. Co. (DBE)
P.O. Box 819
Oregon City, OR 97045

Bid items: 18, 19, & 20
Value: $ 4,925.00 = 2.2 percent of contract amount

The above firms are listed in the Oregon Department of Transportation certified DBE/MBE/WBE Directory.

Please forward your confirmation on the acceptance of these firms.

Very truly yours,
W. R. GRASLE CO.
CR Liggett
C. R. Liggett

CC; Lorraine

CRL:ck

RECEIVED
APR 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

437 N.W. 16th AVE. • P.O. BOX 4123 • PORTLAND, OR 97208 • (503) 226-6771

CON 21-2
N
I-205

STATE OF OREGON
HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
LOC 3

TO: FILES

DATE: April 26, 1985

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 11, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened April 11, 1985 on the following projects:

1. Gladstone Interchange (Gladstone)
East Portland Freeway
Clackamas County
Grading, Paving, Signing and Signals

Interchange construction. Sidewalks and shoulders will be constructed for bicycle and pedestrian traffic.

2. Coast Feeder Highways Pavement Marking (Phase 2)
Clackamas and Various Other Counties
Recessed Pavement Markers

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Columbia River Highway Slide Correction (M.P. 53.0)
Columbia River Highway
Hood River County
Grading
Slide Correction

Same as No. 2.

4. District 8 Paving
Redwood Highway
Josephine County
Paving
Overlay

Same as No. 2.

5. District 11 Paving
Klamath Falls-Lakeview Highway
and Lakeview-Burns Highway
Lake and Harney Counties
Paving
Overlay

Same as No. 2.

6. Rock Creek-County Line
Heppner-Spray Highway
Morrow County
Oiling

Same as No. 2.

7. Swift/Union Interchange-East Marquam Interchange
Pacific Highway
Illumination Revision

Same as No. 2.

8. Hermiston-Stanfield N.C.L.
Umatilla-Stanfield Highway
Umatilla County
Grading, Paving, Structures and Signing

Multi-lane construction with 4-, 6-, or 8-foot shoulders available for bicycle and pedestrian traffic.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails".

9. Panburn Road-Milton-Freewater
Oregon-Washington Highway
Umatilla County
Chip Seal

Same as No. 2.

10. S.W. Cedar Street (Pilot Rock)-Junction Heppner Highway
Pendleton-John Day Highway
Oiling

Same as No. 2.

11. District 13 Oiling
    Cove Highway
    Union County
    Paving and Overlay
    Overlay

    Same as No. 2.

12. District 2A Paving
    Sunset and Tualatin Valley Highways
    Washington County
    Paving
    Overlay

    Same as No. 2.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

[illegible]

[illegible]

nig

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-205-7(104)300

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken
Division Administrator, FHWA OR Div
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50006

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 5 '85
REFER TO
Potter
FOR

Info	Issue	R/D	D/R	Sig	Act	File

Orig. to
w/att.
4/8

7. DATE AUTHORIZATION EFFECTIVE 3-20-85

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
GLADSTONE INTERCHANGE SECTION (GLADSTONE)

11. GENERAL DESCRIPTION OF WORK
Traffic Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's March 18, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $264,584 Federal funds.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve "no passing zone" striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-2
I-205 I-205

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IRG-205-7(99)300
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 50006

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

Copy to
KLT
Trout
Oakes
K Burk
W Schutte

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 29 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

10-29-84
C.L.

7. DATE AUTHORIZATION EFFECTIVE 10/24/84
8. FEDERAL ROUTE NUMBER Interstate 205
9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
Gladstone Interchange (Gladstone) G-T-SN-SG

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW
☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
xx ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $33,000 F.F.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's PEA dated 10/1/84.

orig. to
Potter
10-30

1 Vetter
4 [illegible]
C4 [illegible]
2 [illegible] E
5 Trout
3 ~~Welsh~~
RECEIVED
ROAD DESIGN SECTION
Do not file
Return
Bring Up
Action

NOTED
RICK KUEHN

14. DATE 10/29/84
15. SIGNATURE OF APPROVING OFFICIAL G.K. Hessner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1985 Coast Feeder Hwys. Pavement 10,004
Marking Proj. (phase 2) on various hwys.
(recessed pavement markers)

15,204 jc cc: OSHD (L. W. Rulien)

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 1	COUNTY Hood River	DIVISION Oregon
DATE OF REPORT 7/31/87	REPORT MADE BY 7-31-87 Larry Heil, Assistant Area Engineer		PROJECT NO. PMS-000S(116)
COMPLETION DATE (Actual) 9/87	ACCEPTANCE DATE BY CONRTACT AGENCY 2/6/87	TIME ELAPSED N.A. %	CONTRACT TIME N.A.
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COAST FEEDER HWYS - PAVEMENT MARKING PROJECT
VARIOUS COUNTY ROADS
Hood River County

This project provided for pavement markings to replace existing stop bars, crosswalks, railroad crossing legends and school zone legends at various locations throughout Hood River County.

The final project cost of $23,756 underran the original authorization of $47,000 because several locations to be restriped were deleted and the County decided to use conventional pavement marking materials in lieu of Thermoplastic. The list of completed locations and the County's letter indicating that the different materials used meet their specifications is attached to the Division Office copy of this report.

A random sample of the completed locations were visited and the markings were found to be acceptable. The project has been accepted by the County and has been completed in conformance with the State Force Order, therefore acceptance is recommended.

- LMH -

RECEIVED
STATE HWY ENGR
AUG 10 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy 8/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Lawrence M. Heil		SIGNATURE	
TITLE Assistant Area Engineer	DATE 8-4-87	TITLE District Engineer A	DATE 8-5-87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,004

N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 9-250		County Various
PROJECT REPORT NUMBER		Project Number PMS-000S(116)
MODIFICATION NUMBER 6		

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

9-30-86

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on September 23, 19 82.

is hereby modified as follows:

Original [illegible] #19565

	Former amount	Revised amount
Estimated total cost of project	$ 929,937.05	$ 950,975.64
Federal funds	$ 929,937.05	$ 950,975.64
Other revisions		

This modification is made for the following reasons: To include unobligated funds in the amount of $21,038.59 which is subject to lapse September 30, 1986.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of September, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 30, 1986

Federal-Aid Project No. PMS-000S(116)

Coast Feeder Highways Raised Pavement Marking Project
Various Counties in Region 1, 2, and 3

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$ 19,000.00

Type Code SFTY
Pavement Markers

Mobilization	Lump Sum	All	Lump Sum	$ 2,500.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	500.00
Temporary Signs	Sq. Ft.	248	0.50	124.00
Temporary Barricades	Each	4	11.00	44.00
Sequential Arrow Signs	Each	2	50.00	100.00
Flaggers	Hour	1,000	1.00	1,000.00
Mono-Directional Crystal Type 1 Markers, Recessed	Each	7,525	7.20	54,180.00
Bi-Directional Yellow Type 1 Markers, Recessed	Each	17,187	7.51	129,074.37
			Subtotal	$ 187,522.37
			Engineering	28,127.63
			Total	$ 215,650.00

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds
PE		$ 19,000.00	$ 19,000.00
Raised Pavement Marking	140	664,000.00	664,000.00
Raised Pavement Marking	140	215,650.00	215,650.00
Reserve	140	52,325.64	52,325.64
Total		$950,975.64	$ 950,975.64

Group 010: 0% Group 011: 100%
Contract No. C09565
Contract No. C10,004
Prefix: C037-1922
Prefix: C003-1944
Prefix: C037-1061
Prefix: C037-1922
Prefix: C003-1080
Appn Code: 140
DDB:bkb

10,004

April 21, 1986

CON 5 - #10,004

St. Paul Fire & Marine Ins. Co.
825 N.E. Multnomah, Suite 800
Portland, OR 97232

On April 2, 1986, we wrote to you concerning release of final payment on Contract No. 10,004 awarded to Select Striping, Inc. for work on the Coast Feeder Highways Pavement Marking Project (Phase 2).

Final payment on this contract is $4,000.00 and the total contract amount is $186,797.52. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Select Striping, Inc.
3652 Hillcrest Avenue S.W.
Seattle, WA 98116

Alexander & Alexander, Inc.
2001 6th Avenue, #1100
Seattle, WA 98121

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

10,004

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10004

TO: Robert Gormsen
Manager, Commission Services

DATE: February 28, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10004, On Site Work Substantially Completed October 11, 1985

All Work Completed December 9, 1985

Project Coast Feeder Hwys. Pavement Marking (Phase 2)

Highway Various

County Various

Type of Work Recessed Pavement Markers

Contractor Select Striping Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-2-86 - Surety letter written.

Noted [illegible]

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Press any key to continueLoading Program

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Coast Feeder Highways Pavement

WEEK ENDING: January 18,1986

SECTION PREFIX: C10004/000

HIGHWAY: Various

COUNTY: Various

NAME OF JOB: Coast Feeder Hyws-Pvmt Mkg Ph2

KIND OF WORK: Recessed Pavement Marking

CONTRACTOR: Select Contractors, Inc.

CONTRACT NUMBER: 10004

FEDERAL AID PROJECT NUMBER: PMS-000 (116)

DATE OF CONTRACT: April 18, 1985

DATE WORK STARTED: June 3, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: Sept. 30, 1985

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 199,146

EXCLUSIVE OF ENGINEERING: $ 177,050

ENGINEERING AUTHORIZATION: 21,196.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96

This Week -0-

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 188,717

ENGINEERING COST TO DATE: 12,300.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95

DATE PROJECT WAS COMPLETED: Oct. 11,1985

ESTIMATED PERCENT: OVERRUN UNDERRUN -1- %

PERCENT OF AUTHORIZATION: 58 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Mono-Dir 7,526	Bi Dir 16,796

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		---	---		---
MILES PARTIALLY COMPLETED	---	---	---	---	---
MILES COMPLETED	100	---	---	---	---
TOTAL ESTIMATED QUANTITIES (CONTRACT)	---	---	---		---
TOTAL QUANTITIES CORRECTED TO DATE	---	---	---		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	---	---			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY				1	
HOURS PER SHIFT				8	

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		11		
MONDAY		11		
TUESDAY		11		
WEDNESDAY		11		
THURSDAY		11		
FRIDAY		11		
SATURDAY		11		

CONTR. NO: 10,004

DATE: January 18,1986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity.
FRIDAY	No Activity
SATURDAY	No activity.

REMARKS

STATUS: Job Completed. 3rd notification sent in December 9, 1985.

VISITORS: None

NEXT WEEK: COMPILING DATA FOR SEMI-FINAL.

SIGNED K Allmer
Ken Allmer PM

LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

10,004

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: November 20, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
E. S. HUNTER

SUBJECT: Request Contract Acceptance
Federal-aid Project No. PMS-000S(116)

Contract 10004, Work Completed October 11, 1985

Project Coast Feeder Hwys. Pave. Marking (Phase 2)

Highway Various

County Various

We request that your office return a signed copy of this letter i dicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 6, 1985

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 4 '85
REFER TO
FOR

Info	Invest	R/D	O/R	Sign	Act	File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

734-2023 (2-85)

10,004

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.

DATE: August 8, 1985

TO: Oregon Transportation Commission

AGENDA
AUG 20 1985
16 3

CON 5

FROM: E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Coast Feeder Highways Pavement Marking Project, Phase II
Various Highways, Various Counties
Contract No. 10,004

This federal-aid pavement marking demonstration project is approximately 25% finished with completion expected in September, 1985. It now appears that the final cost will exceed the project authorization by $30,900 or 18%.

When plans were prepared for the contract, no allowance was made for left-turn refuges. The additional quantities necessary to properly delineate these areas added more than $27,700 to the cost of the project.

The project limits were extended by nine miles in order to close a gap on the Lower Columbia River Highway which would have occurred between this contract and Phase I (Contract Number 9565, constructed in 1983). This work added more than $4,500 to the project cost.

The cost of construction engineering is expected to increase in proportion to the increased items in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $30,900 to a new total of $199,146.46. This matter will be on the consent calendar for the August 20 meeting.

ESH:HHP:mk

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

Form 734-3122

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO
FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Coast Feeder Highways Pavement Marking Project, Phase II
Various Highways, Various Counties
Contract No. 10,004

This federal-aid pavement marking demonstration project is approximately 25% finished with completion expected in September, 1985. It now appears that the final cost will exceed the project authorization by $30,900 or 18%.

When plans were prepared for the contract, no allowance was made for left-turn refuges. The additional quantities necessary to properly delineate these areas added more than $27,700 to the cost of the project.

The project limits were extended by nine miles in order to close a gap on the Lower Columbia River Highway which would have occurred between this contract and Phase I (Contract Number 9565, constructed in 1983). This work added more than $4,500 to the project cost.

The cost of construction engineering is expected to increase in proportion to the increased items in order to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $30,900. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
W. G. Bartel
B. M. Walton
D. L. Trout

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: June 25, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 20141
Project No. PMS-000S(116)
Coast Feeder Highways Raised Pavement Marking Project
Various Counties

I request a program change to increase the scope of work by adding 9.0 miles of recessed traffic markers on the Lower Columbia River Highway (M.P. 60.9 to 69.9). This is to confirm the verbal approval given by Mr. Richard Arnold of FHWA on June 17, 1985.

Attached are three copies of Price Agreement No. 1 in the amount of $4,506.00 as total cost and obligation of Federal Funds of $4,055.

DRH:me
Attachments
cc: L. E. George (Region 2)
W. G. Anhorn
H. H. Patterson
General Files

Form 734-3122

COM 5
#10,004

May 28, 1985

MEMO TO THE FILE

Robert W. Gormsen
Commission Services

Contract No. 10,004
Select Contractors, Inc.
Coast Feeder Highways Pavement
Marking Project (Phase 2

On April 18, 1985, Contract No. 10,004 was awarded to Select Contractors, Inc., for the Coast Feeder Highways Pavement Marking Project (Phase 2). At that time, they were not registered with the Corporation Commissioner's Office.

On April 19, 1985, we notified them to register with the Corporation Commissioner.

On May 20, 1985, we received the attached letter from the contractor stating that they cannot use the name of Select Contractors, Inc., and are changing it to Select Striping, Inc.

In checking with Jack Sollis, Chief Counsel, the contract is to remain in the name in which they bid and were prequalified.

Jack Sollis advised that future correspondence and payments should be in the new name of Select Striping, Inc.

The Corporation Commissioner's office has verbally given us their approval for the name of Select Striping, Inc.

FKN:slp

cc: Select Contractors, Inc.
3652 Hillcrest Avenue, S. W.
Seattle, WA 98116

St. Paul Fire and Marine Insurance Co.
825 N. E. Multnomah, Suite 800
Portland, OR 97232

Alexander and Alexander, Inc.
2001 Sixth Avenue, #1100
Seattle, WA 98121

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Walt Bartel

SELECT STRIPING [redacted], **INC.**

3652 HILLCREST AVENUE S. W. • SEATTLE, WASHINGTON 98116 • Phone: WE 5-3354 - WE 5-4551

May 20, 1985

206
935-3836

Dept. of Transportation
Transportation Bldg.
Salem, Oregon 97310

Attn: Robert W. Gormsen
Manager, Commission Service

Gentlemen:

This letter is to formaly request a change on our prequalification records.

Due to another firm performing work under a name quite similar to ours the Dept. of commerce requested us to change our company tiltle. We have done so and herewith request you to make the necessary name change on our prequalification forms everything else is to remain the same.

Our new company name is Select Striping, Inc.

Yours Truly,

WMMohun

W.M.Mohundro
President

RECEIVED
MAY 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

WMM:ms

SEWERS **S**TORM DRAINS **E**XCAVATION **E**QUIPMENT RENTAL **L**AND DEVELOPMENT **L**OGGING **E**ARTHMOVING **E**NGINEERING **C**ONSTRUCTION **C**LEARING **T**RUCKING **T**IMBER BRIDGES

SELECT STRIPING [redacted], INC.

3652 HILLCREST AVENUE S. W. • SEATTLE, WASHINGTON 98116 • Phone: WE 5-3354 - ~~WE 5-[illegible]~~

May 20, 1985

Dept. of Transportation
Hwy. Division
2131 S.W. Scholls Ferry Rd.
Portland, Oregon 97221

Attn: Walter G. Bartell
Project Manager

Re: Coast Feeder Hwys. Pvmt. Marking Project
Contract # 10.004

Gentlemen:

We were informed by the Dept. of commerce that we would be unable to perform work in Oregon under our name of Select Contractors, Inc.. Due to another firm useing a name quite similar to ours. Therefore we have taken the necessary steps to change our name to Select Striping, Inc.

The above referenced contract was awarded to us under the title of Select Contractors, Inc. We now respectfully request the contract be changed accordingly to our new name of Select Striping, Inc.

If there are any questions please call Moya M. Smails either at the above number or @ (206)-838-1286.

Sincerly,

W.M. Mohundro

W.M.Mohundro
President

Sellers said name change ok payments only as bid & prog in name of Select Contractors

CC: Fran Neavoll - Commission Services

RECEIVED
MAY 28 1985
AM APM OM

WMM:ms

RECEIVED
MAY 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SEWERS STORM DRAINS EXCAVATION EQUIPMENT RENTAL LAND DEVELOPMENT LOGGING EARTHMOVING ENGINEERING CONSTRUCTION CLEARING TRUCKING TIMBER BRIDGES

TRH 16.2
JP

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: April 24, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. PMS-HES-000S(116)
Coast Feeder Highways Raised Pavement Marking
Various Counties, Region 1, 2, & 3

I request your approval of a program change to delete the Hazard Elimination funds (Appn Code 141) from the subject project due to receipt of favorable bids.

This change will require the following revisions in project data:

1) Appn Code - Change to read 140.
2) Project No. - Change to read PMS-000S(116)
3) Class of Federal Funds - Change to read "Pavement Marking Funds".

DDB:me
cc: J. Peterson
Ed Hardt, Metro Region
W.G. Anhorn, Region 2
J.J. Gix, Region 3
General Files

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. PMS-HES-000S(116)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Various

3. FROM
Dale E. Wilken
Division Administrator, FHWA OR Div
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 20141

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3-20-85	Various	Various

10. GENERAL LOCATION:

COAST FEEDER HIGHWAYS PAVEMENT MARKING PROJECT (PHASE 2)

11. GENERAL DESCRIPTION OF WORK

Pavement Markers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's March 18, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $261,950.00; Federal Funds $252,728.33.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve "no passing zone" striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

RECEIVED
STATE HWY ENGR
APR 5 '85
REFER TO Potter

Orig. w/ att. to
4/8

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/5/85	G. K. Hossner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Fin 16-2
Dup.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: May 23, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Stage Construction
Item No. 20141
Project No. PMS-000S(116)
Coast Feeder Highways Raised Pavement Marking Project
17 Counties

I request preliminary engineering charges be eligible for subject project to include the Woodburn-Estacada Highway (FA 74), portions of Sunset Highway (FA 27) and Wilson River Highway (FA 35) that were not included in the previous contract plus areas that need to be replaced. Additional obligation of funds is not required.

Favorable public response was received, including comment "Why didn't we do more?". (Project Inspection Report by Gerald Wimer dated 12-14-83).

Preliminary engineering is necessary to prepare construction plans for the above mentioned sections, with no changes in the obligated fund for this project, including the second stage of construction.

DRH:bkb
cc: L.E. George
✓ General Files

Form 734-3122

37

PROJEC. PROSPECTUS

PART 4 — SURVEY AUTHORITY

10135 Clackamas Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# ~~01103~~ 02481

SECTION Coast Feeder Highways Raised Pavement Marking Project

REGION Metro Region

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	3-1944	5-22-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		400	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX

TOTALS	$	$ 5,500
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

FEDERAL AID PROJECT NUMBER PMS - 000S (116)

LOCATION ENGINEER'S REMARKS

1 ✓
cy
cy
2 E
3
cy Wakerlig

RECEIVED

ROAD DESIGN SECTION

PREPARED BY	DATE [illegible]	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS	DATE 5/29/84
RECOMMENDED, REGION ENGINEER X	DATE 4/10/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-24-84
RECOMMENDED, LOCATION ENGINEER X	DATE 5/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE [illegible]-11-84	

734-1914 (7-82)

PROJEC. PROSPECTUS
PART 1 — PROJECT REQUEST 10135

SEE INSTRUCTIONS ON REVERSE

KEY ID # ~~01103~~ 02481

SECTION Coast Feeder Highways Raised Pavement Markings Project (Phase 2)			REGION Metro Region
STATE HIGHWAY # 37, 47, 161	HIGHWAY NAME Wilson, Sunset, Woodburn-Estacada	MILE POST FROM 27.8 TO 51.6 21.84 45.48 13.61 33.4	LENGTH
URBAN ☐ RURAL	CITY	COUNTY Clack. Clat. Col. Tilla. Wash.	
ROUTE #	FEDERAL AID # PMS-000S (116)	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 5	GRADING (✓)	-	FILES (#)	N/A
RIGHT OF WAY	$ 0	PAVING (✓)	-	ACRES (#)	N/A
ROADWAY	$	STRUCTURES (✓)	-	RELOCATIONS (#)	N/A
STRUCTURES	$	SIGNING (✓)	-	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$	SIGNALS (✓)	-	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$	ILLUMINATION (✓)	-	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$	Recessed Markers	X	RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
Recessed Markers	$ 105	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ included	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 105	WORK TYPE (1-12)	8	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 110				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/84	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	Varies	Varies
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Lane distinction on the above listed highway sections is difficult for drivers during night time and/or under adverse weather conditions.

PROPOSED SOLUTION

Installation of recessed reflectorized pavement markers on 80' centers and on center line striping and all lane lines.

REQUESTED REGION ENGINEER X Edward Schmidt	DATE 4/10/84
APPROVED. ASST HWY ENG. FOR OPERATIONS X	DATE
APPROVED. ASST HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING
D 17 APR 84	84	HES

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

10135

SEE INSTRUCTIONS ON REVERSE

KEY ID # ~~01103~~ 02481

SECTION
Coast Feeder Highways Raised Pavement Marking Project (Phase)

REGION
Metro Region

PROJECT JUSTIFICATION

Our concern here is safe driving and practical maintenance. The reflectorized pavement markers will delineate lane lines. This delineation will provide greater lane visibility to drivers during night time and/or under adverse weather conditions. Use of these recessed markers will reduce maintenance cost because they have a self-cleaning nature and will not be vulnerable to snow plow activity.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

10135

SEE INSTRUCTIONS ON REVERSE

KEY ID # ~~01103~~ 02481

SECTION: Coast Feeder Highways Raised Pavement Marking Project (Phase 2)

REGION: Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A	N/A	N/A	N/A

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

UTILITIES (LIST BELOW)

COMPANIES: N/A

DESIGN SPEED:

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH

EXISTING

NO CHANGE

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)

10125

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # ~~01103~~ 02481

SECTION
COAST FEEDER HIGHWAYS RAISED PAVEMENT MARKING Proj

REGION
METRO

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES/OR OTHER NATURAL ECOLOGICAL RESOURCES

TIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☐ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

TRA 16-2
5+

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: April 16, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Pavement Marking Demonstration Program Project
Coast Feeder Highways Raised Pavement Marking Project

Metro Region has requested a project to install recessed pavement markers on three highways in Region I (Sunset, Wilson River and Woodburn-Estacada). This will be a new contract under an old project and is intended to utilize all of the remaining unused Pavement Marking Program funds.

Construction will be by contract with State Forces performing all phases of engineering.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Coast Feeder Highways Raised Pavement Markers Clackamas, Clatsop, Columbia, Tillamook & Washington Counties	$110,000	$99,000	$11,000

The project has been investigated and is eligible for funding under the Title II Pavement Marking Demonstration Program. We recommend your approval and request that you authorize this project under delegated authority.

L E George
L. E. GEORGE - TRAFFIC ENGINEER

APPROVED:

H S Coulter
State Highway Engineer

DATE: 4-17-84

RECEIVED
STATE HWY ENGR
APR 16 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig
[illegible]
cy
George
[illegible]
File
4-18

81-125-1387

1985 Col. R. Hwy. Slide 10,005
Correction (M.P. 53.0) Sec, Col. R.
Hwy. West of Hood River

RR 1210 12-5-85

jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 8	**COUNTY** Hood River	**DIVISION** Oregon
DATE OF REPORT 11/27/87	**REPORT MADE BY** Michael E. Cribb, Highway Engineer Trainee		**PROJECT NO.** IR-84-2(15)53
COMPLETION DATE (Actual) 10/24/86	**ACCEPTANCE DATE BY CONRTACT AGENCY** 7/7/87	**TIME ELAPSED** 386 %	**CONTRACT TIME** 120 C.D.

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER HIGHWAY SLIDE CORRECTION (M.P. 53)
COLUMBIA RIVER HIGHWAY
Slide Correction

The contract provided for the construction of pre-split slopes with benches on an existing rock cut. The existing cut has had a history of raveling. Two people were killed by falling rocks in a 1984 incident.

The contract was awarded to Elte, Inc. on April 24, 1985. Work began on May 7, 1985. Major slides occurred during construction which caused major changes to be made to the project. Rock cut quantities, for example, increased from 22,600 cubic yards to 176,300 cubic yards. As a result, the final project cost overran the original authorization of $710,122 by 438 percent. The work was completed on October 24, 1986. The allowable contract time (120 calendar days) was exceeded by 343 days. However, the State granted a 343 day time extension due to the major changes to the project.

The contract work has been satisfactorily completed and acceptance is recommended.

- MEC -

RECEIVED
STATE HWY ENGR
DEC 8 '87
REFER TO
Fredrickson
FOR

cy
12/16

NOTED
W. E. SCHWARTZ

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Michael E. Cribb		**SIGNATURE**	
TITLE Highway Engineer Trainee	**DATE** 12-4-87	**TITLE** District Engineer A	**DATE** 12/2/87

10,005

July 24, 1987

CON 5 - #10,005

Great American Insurance Company
580 Walnut Street
Cincinnati, OH 45202

On July 9, 1987, we wrote to you concerning release of final payment on Contract No. 10,005 awarded to Elte, Inc. for work on the Columbia River Highway Slide Correction (M.P. 53.0) Project in Hood River County.

Final payment on this contract is $443,995.01 and the total contract amount is $3,338,738.90 including $584,693.22 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Elte, Inc.
25701 SE Highway 224
Boring, OR 97009

Jack Meeke Insurance
3737 SW 117th
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,005

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10005

TO: Commission Services

DATE: July 7, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10005, On Site Work Substantially Completed October 24, 1986

All Work Completed June 8, 1987

Project Columbia River Hwy. Slide Correction (M.P. 53.0)

Highway Columbia River

County Hood River

Type of Work Slide Correction

Contractor Elte, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

7-9-87 - Surety letter written.

RECEIVED
JUL -8 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,005

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION PF ECTS

PROJECT NAME (SECTION) Columbim River Highway Slide Correction		WEEK ENDING June 6, 1987 CONTRACT NO 10005
HIGHWAY Columbia River	COUNTY Hood River	F A. PROJECT NO IR-84-2(15)53
CONTRACTOR Elte, Inc.	KIND OF WORK Slide Correction	DATE OF AWARD April 24, 1985
PROJECT AUTHORIZATION CURRENT AUTHORIZATION $ 4,108,913.22 ESTIMATED PROJECT COST $ 3,726,321.75 ESTIMATED PERCENT XXXX/UNDERRUN 9.3 %	ENGINEERING AUTHORIZATION $ 292,569.56 COST THIS WEEK $ 1,000.00 TOTAL TO DATE $ 226,428.88 PERCENT OF AUTHORIZATION 77 %	FIRST NOTIFICATION DATE May 7, 1985 ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND October 24, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	/ /	5	5.0	100	c
B	06/30/86	420	346.0	82	c
C	/ /	463	463.0	100	c
	/ /	0	0.0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
June 1987

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	22,600 cy	0	300 tn			
EST. CORRECTED QUANTITIES	176,300 cy	0	950 tn			
EST. PERFORMED TO DATE	176,300 cy	0	950 tn			
PERCENT PERFORMED TO DATE	100	0	100	0	0	0

ACTIVITIES THIS WEEK:

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

3RD NOTIFICATION SENT JUNE 8, 1987.
MEETING TO BE HELD MONDAY JUNE 15, 1987 TO DISCUSS FINAL SETTLEMENT.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN) Michael T. Fisher
Michael Fisher, Portl

7[illegible]3001 (REV. 1-86)

CONSTRUCTION SECTION

.10,005

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: January 29, 1987

In Reply Refer to File No.:
CON 5
10005

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-2(15)53

Contract 10005, Work Completed October 24, 1986

Project Columbia River Highway Slide Correction (M.P. 53.0)

Highway Columbia River

County Hood River

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 22, 1987

Dale E. Wilken
Division Administrator

BMW:11

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
STATE HWY ENGR
FEB 4'87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
JAN 29 1987
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

5jc cc: OSHD (L. W. Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT **STATE COPY**

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 7	COUNTY Hood River	DIVISION Oregon

IN COMPANY WITH
Mike Fisher and Marion Craft; OSHD

DATE OF INSPECTION 1/22/87	INSPECTION MADE BY W. H. Kappus, Area Engineer and Larry Heil, Assistant Area Engineer	PROJECT NO. IR-84-2(15)53

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

COLUMBIA RIVER HIGHWAY SLIDE CORRECTION (M.P. 53)
COLUMBIA RIVER HIGHWAY
Slide Correction

This project provided for the construction of pre-split slopes with benches on an existing rock cut. The existing rock cut has had a history of raveling. A rock fall in 1984 took two lives.

The contract work was awarded to Elte Inc. on April 24, 1985. Work started May 7, 1985 and was completed October 24, 1986.

Major slides occurred during construction which caused a major increase in the scope of the project. Rock cut quantities increased from 22,600 cy to 176,300 cy. Scaling, concrete barrier, rock gabions, Class "C" A.C. and other related items also overran. As a result, the final estimated cost of $3,577,913 overran the original project authorization of $710,122.

Several potential claim items relating to increased scope of work are in the process of being resolved.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
E. SCHWART

cy
2/10

RECEIVED
STATE HWY ENGR
FEB 9'87
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Form **FHWA-1446A**
(Rev. 2-84)

December 17, 1986

CON

Bowen Blair, Jr., Executive Director
Friends of the Columbia Gorge
Dekum Building
519 S.W. 3rd Avenue
Portland, OR 97204

This is in response to your recent letter concerning the slide correction project on I-84 at M.P. 53.

The contract to correct the dangerous slide condition at this site was awarded on April 24, 1985. The contract called for, among other things, 22,600 cubic yards of excavation, which was the estimate of the material that would have to be removed from the hillside.

After the contractor started work, it became evident that the problem was much more severe than originally anticipated. After a couple of large unexpected slides, one of which closed the freeway for several hours, the project was expanded to include about 176,000 cubic yards of excavation.

The work under the original project did not envision or contemplate any of the excavated rock ending up in Summit Creek. The revised plan included removal of a much larger quantity of rock including an area around a point on the western slope of the affected hillside, or just above and east of Summit Creek.

We were able to dispose of most of the rock, but some of the rock, during the process of removal ended up along the western slope of the hill and in Summit Creek. We had the contractor go to considerable effort to contour and shape the material so as to blend in with the excavated hillside. He also created a series of steps or potential waterfall areas from the opening of the culvert at the highway up to the top of the rock. An effort was made to make it possible for, but not necessarily to encourage hikers to still be able to hike up to the falls. There are no parking facilities on the freeway at this point.

An inspection was held at the site with our Maintenance and Geology people, personnel from the Federal Highway Administration, and Jeff Breckel of the Columbia River Gorge Association; and based on their comments, the project and the work done with the rock was considered acceptable.

We then had the contractor clean up the area, finish the retaining walls, restore the guardrails, and get traffic back in its present condition.

It was our belief and our decision that the contractor had fulfilled his contractual obligations and our decision was to accept the work as it appears today.

I hope this explanation is satisfactory and if you need any more information, please let me know.

Larry Rulien
State Highway Engineer

cc Robert N. Bothman
Rick Kuehn

MC:cms sl

FRIENDS OF THE COLUMBIA GORGE

November 4. 1986

RECEIVED
STATE HWY ENGR
NOV 5 '86
REFER TO
R. Luchn
FOR
Info Inves R/D D/R Sign Act File

WES
RID

Fred Miller
Director of Transportation
Oregon Department of Transportation
135 Transportation Building
Salem, OR 97310

NOTED
W. E. SCHWARTZ

Dear Mr. Miller:

I was afraid we could not get away w/this
WES

Recently, our office has received concerns from our members about the Department of Transportation's work on I-84 in the Columbia Gorge near milepost 53. As you are aware, the purpose of the Oregon Department of Transportation project is to stabilize the rock face immediately south of the interstate.

It appears that the bulk of the work on this expensive and very necessary project has been completed. The Department of Transportation must be given full credit for assigning highest priority to public safety.

An important component of the project, however, remains unfinished. This component involves the removal of a large section of rock tailings which were dumped in the adjacent ravine of Summit Creek. We assume that the Department will proceed to remove this unsightly material from the site.

The ravine of Summit Creek, with its fine waterfall and numerous wildflowers, has long been considered one of the little-known beauty spots of the Columbia Gorge, though often glimpsed only momentarily from the freeway. The upper part of the ravine is still beautiful, but the base of the ravine is now an eyesore. Furthermore, there now exists no safe access to the basin under the falls. Besides causing a considerable inconvenience, this obstruction may render the Department vulnerable from a liability standpoint if some hiker attempts to cross the tailings.

RECEIVED
DOT DIRECTOR
NOV 05 '86
REFER TO
Rulen
FOR
Info Inves R/D D/R Sign Act File

Portland — Dekum Building • 519 S.W. 3rd Avenue, Portland, OR 97204 • (503) 241-3762
Seattle — Pioneer Building • 600 First Avenue, Seattle, WA 98104 • (206) 622-4590

I will be appreciative if you would let me know the Oregon Department of Transportation's schedule for removing this waste so that we may alert our membership. Thank you for your help.

Very truly yours,

Bowen Blair Jr.

Bowen Blair, Jr.
Executive Director

cc: Jeff Breckel

10,005

November 26, 1986

Elte, Inc.
25701 SE Highway 224
Boring, OR 97009

CON 5
10005

Re: Time Extension Request
Columbia River Slide Correction (M.P. 53)
Contract No. 10005
FAP No. IR-84-2(15)53

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 23 calendar days in which to complete phase "c" of this contract is granted due to work done under Extra Work Order No. 3 and due to the performance of additional paving work.

The adjusted contract time of completion for phase "c" of this contract is 463 calendar days. This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Mike Fisher w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 16, 1986

FROM: Marion Craft
MARION CRAFT
Region 1 Construction Engineer

SUBJECT:

Columbia River Highway Slide Correction (M.P. 53)
Contract No. 10005

Attached is the contractor's request for a 30 day time extension, based on extra work and weather related delays.

Mike Fisher has analyzed the request and listed several reasons of his own for granting a 30 day time extension.

I agree with Fisher's analysis that 30 days be granted due to extra work added to the contract and to the unseasonably heavy rains in September.

MC:cms

cc: Mike Fisher

11-24-86

W. E. Schwartz -

I concur with Region and Project Manager and recommend a 23 C.D. time extension, which will remove all liquidated damages. This extension is justified by the work done under EWO #3 and by the additional quantities of A.C. paving work done, and NOT by any weather delays.

B. Jackmond

CE ___ [✓ CAE] ___ RECEIVED SPC ___ TC ___
COE ___ OM ___ CC ___
OE ___ OCT 17 1986 P.
CA

81-125-1387

ELTE, INC.

HEAVY CONSTRUCTION

25701 S.E. HWY. 224
BORING, OREGON
TELEPHONE: 637-3011

Sept. 11, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: George Bell, Assistant Director

Dear Sir:

Reference is made to your letter of July 31, 1986 File # CON5-10,005

We recognize your responsibility to file this claim, but strongly object to your statement in the last sentence which infers that the claim will be paid.

This claim is without any foundation. It is not based on our agreement. It is not substantiated by any contract, receipts, precedent or written document. It is as phony as if I agreed to paint your house for $10.00 per hour and then sent you a bill for $20.00 per hour plus $500.00 standby because I had to wait for it to stop raining.

Submission of the claim certainly doesn't make it correct as you imply.

We have paid Harding and Daughters, Inc. the total sums that were owed under this contract and according to our agreement.

Sincerely,

Elte, Inc.

Leroy Forman

Leroy T. Forman, President
LTF:mf

cc: Jack Meeke Insurance
3737 S.W. 117th
Beaverton, OR 97005

Great American Insurance Company
580 Walnut Street
cincinnati, OH 45202

RECEIVED
SEP 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. nec.

[illegible]

July 31, 1986

CON 5 - 10,005

Harding & Daughters, Inc.
28893 Hirtzel Road
Rainier, OR 97048

This will acknowledge your letters of July 8 and 24, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Harding & Daughters, Inc.
AMOUNT:	$5,753.10
FOR:	Drill and sequential timer rental
AGAINST (Prime Contractor):	Hite, Inc.
CONTRACT NO.:	10,005
PROJECT:	Columbia River Highway Slide Correction (M.P. 53.10) Project, Hood River County
SURETY:	Great American Insurance Company
AGENT:	Jack Meeks Insurance

We will advise the surety, agent, and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: Hite, Inc.
25701 SE Highway 224
Boring, OR 97009

Jack Meeks Insurance
3737 SW 117th
Beaverton, OR 97005

Great American Insurance Company
580 Walnut Street
Cincinnati, OH 45202

NOTED ON CARD
azm 7-31-86

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

bbc: Bryant Jackmond

FKN:azm

Harding & Daughters, Inc.
Rock Drilling and Blasting
28893 Hirtzel Rd
~~Route 3, Box 322~~, Rainier, Oregon 97048
Phone 503-556-3286

July 24, 1986

Mr. Roger Gormsen
Commission Services R. 121
Dept. of Transportation Bldg.
Salem, Oregon 97310

Dear Sir:

This letter is in regard to the amount still owed us by Elte,Inc. for drill and sequential timer rental on the Columbia River Slide project contract # C10,005.

Drill rental still owing is $4,553.10 and $1,200.00 remains owing on the sequential timer rental. The total amount we have been shorted on the job is $5,753.10.

Our attempts to collect this from Elte, Inc. have failed and we would appreciate your help in attaching the performance bond and retainage for the amount we are owed.

Very truly yours,

Karen Harding Sec.
Harding & Daughters, Inc.

Please find enclosed a corrected letter from the one dated 7/8/86

Thank you
Karen Harding

RECEIVED
JUL 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HARDING and DAUGHTERS, INC.
Rock Drilling and Blasting
28893 Hirtzel Rd.,Rainier, OR. 97048
Phone 503-556-3286

July 8, 1986

Mr. Roger Gormsen
Commission Services R. 121
Dept of Trans. Bldg.
Salem, Or. 97310

Dear Sir:

This letter is in regard to the anount still owed us by Elte, Inc. for drill and sequential timer rent on the Col. River Slide project contract # C10,005.

Drill rental still owing is $4,553.10 and $1,200.00 remains owing on the sequential timer rental. The total amount we have been shorted on the job is $5,353.10.

Our attempts to collect this from Elte, Inc. have failed and we would appreciate your help in attaching the performance bond and retainage for the amount we are owed.

Very Truly Yours

Rodney C. Harding

Harding and Daughters, Inc.

Called them
re amt of
claim -
will send
corrected letter -

RECEIVED
JUL 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

.10

jc cc OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☒ INTERMEDIATE INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

☐ FINAL INSPECTION

EIVED
HWY ENGR
JUL 18 '86
REFER TO
Fredrickson
FOR

REGION NO. 10	REPORT NO. 4	COUNTY Hood River	DIVISION Oregon

cy 7/21

IN COMPANY WITH
Mike Fisher; OSHD

DATE OF INSPECTION 7-7-86	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. IR-84-2(15)53

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 78 %	WORK COMPLETED 84 %

NOTED
W. E. SCHWARTZ

COLUMBIA RIVER HIGHWAY SLIDE CORRECTION (M. P. 53)
COLUMBIA RIVER HIGHWAY
Slide Correction

Excavation of the rock slopes are essentially complete. Part of the excavation was dozed off to the west side of the project on an existing talus slope and is currently being loaded and hauled out. The gabion wall on the first bench is nearly complete. There remains some scaling on the lower face of the rock cut. After this slope work is completed the doublewall adjacent to I-84 traffic will be moved back and traffic lanes reestablished to the original alignment.

It now appears the contractor will complete the project before the end of September.

The project manager advised that the Gorge Commission had inspected the job and is satisfied with the completed slope and planned terracing of the talus at the west end.

At the time of the inspection the contractor was hauling material to the west, crossing the eastbound single lane of I-84, and merging with the westbound lanes in a protected merge. I discussed this matter with Bill Kappus and Jerry Wimer who had just completed the State's traffic safety review and also had observed the haul route. The method the contractor was using to cross the eastbound lanes to I-84 appeared to be working quite well and no accidents had been reported, however, the potential for a very serious head-on accident exists. Therefore, the State's construction section and Bill Kappus and myself agreed it would be better to have the contractor merge his trucks with the eastbound traffic traveling east a mile or so and turning around at the next interchange and then again merge with the westbound traffic in a normal fashion. On 7-8-86 I advised the project manager accordingly. Also this matter was discussed with Marion Craft about that time. I will follow up in the near future to determine if the haul pattern has changed as recommended.

- TPL -

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(15)53
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 50110

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
HWY ENGR
JUN -6 '86
REFER TO Potter
FOR
Info | Invc | B/O | D.R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE May 7, 1985
8. FEDERAL ROUTE NUMBER Interstate 84
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Columbia River Highway Slide Correction (M. P. 53.0)

11. GENERAL DESCRIPTION OF WORK
Protect Railroad Facilities

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A~~N AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 5/7/85 as requested in Mr. Fredrickson's letter of 5/28/86 as being cost effective for the use of Union Pacific Railroad forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $50,000;
Federal Funds $46,110.

14. DATE 6/4/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

RECEIVED
STATE HWY ENGR
MAY 27 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

(Check appropriate box)

☐ INITIAL INSPECTION ☑ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Hood River	DIVISION Oregon

by 5/29

IN COMPANY WITH
Mike Fisher, OSHD

DATE OF INSPECTION May 8, 1986	INSPECTION MADE BY T. P. Lowe, Area Engineer James Klamerus, Highway Engineer Trainee	PROJECT NO. IR-84-2(15)53

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 68 %	WORK COMPLETED 63 %

COLUMBIA RIVER HIGHWAY SLIDE CORRECTION (M. P. 53)
COLUMBIA RIVER HIGHWAY
Slide Correction

At the time of the inspection the contractor was drilling the bench which is 20 - 50 feet above the final elevation.

The project manager estimates the drilling and blasting will be completed in early June and the entire project completed in late summer. It now appears that the contractor is on schedule.

Originally this project was designed to remove a small rock outcropping to prevent rocks from falling on the road. The original quantities were in the neighborhood of 20,000 yds. However, last fall a slide occurred which required a complete revision of the original design. In December of 1985, Price Agreement No. 1 was executed increasing the contract cost $1,966,000. The original contract amount was $583,000. The revised contract amount is $2,413,000. The revised authorization includes anticipated items, contingencies and engineering for $4,109,000. The project manager advised that it now appears less contingencies and anticipated items will be necessary than was estimated in November and December of 1985. There will likely be an underrun of $700,000 ± from the current authorization.

The backslope of the excavation is being presplit on a 3/4 to 1 slope. The material on the backslope varies considerably and generally breaks in a jagged form. This requires scaling of the entire slope which was being performed at the time of the inspection. From a distance the presplit slope looks very good, but up close the roughness of it is apparent. The current design allows a generous bench width which should allow for a small amount of raveling in the future with no detrimental effects to the traveling public on the roadway.

Breaks in the doublewall constructed under Price Agreement No. 1 to prevent loose rocks from rolling into the roadway indicate that the doublewalls performed their function. The project manager reported witnessing several large boulders hitting the doublewall with great force. After the excavation is complete the doublewall will be moved back towards the slope and traffic realigned to its original alignment. When that is done it is obvious that quite a few sections of the doublewall will have to be replaced because of rock hits.

- TPL -

10,005

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-129

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-14-86

State Oregon

County Hood River

Project Number IR-84-2(15)53

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 2, 1985 is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 710,122.00	$ 3,784,817.00
Federal funds	$ 654,874.00	$ 3,490,357.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of APR, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 7, 1986

FEDERAL AID PROJECT NO. IR-84-2(15)53

Columbia River Hwy. Slide Correction (M.P. 53.0)
Hood River County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Slide Correction (M.P. 53.0)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 12.00	1,032	$ 12,384.00	1,110	$ 13,320.00
Sequential Arrow Signs	5,000.00	1	5,000.00	2	10,000.00
General Excavation	12.00	22,600	271,200.00	169,600	2,035,200.00
Tractor Dozer and Ripper	100.00	60	6,000.00	100	10,000.00
Scalers	35.00	250	8,750.00	509	17,815.00
Scalers Helpers	25.00	250	6,250.00	509	12,725.00
Class C Asphalt Concrete	50.00	300	15,000.00	1,000	50,000.00
Concrete Barrier	30.00	300	9,000.00	450	13,500.00
Extra for Upper Bench Excavation (P.A. #1B)	--	--	--	100%	7,815.00
Extra due to Increase in Bid Item #9 (P.A. #1C)	--	--	--	100%	194,597.50
Extend Existing Rock Protection Fence (Adj. #1)	--	--	--	--	2,000.00
Install Concrete Shoulder Barrier (Adj. #2)	--	--	--	--	5,648.24
Estra Slide Repair Work (Adj. #3)	--	--	--	--	400,000.00
Flagging over BI Quantity (F.A. #4)	--	--	--	--	150,000.00
Toll Reimbursement (SFO #3)	--	--	--	--	8,720.75
Toll Reimbursement (SFO #4)	--	--	--	--	8,323.50
Emergency Detour (SFO #2)	--	--	--	--	50,000.00

Perm Pavement Striping	--	--	--	10,000.00	
			$333,584.00	$2,999,664.99	
				Increase	$2,666,080.99
				Subtotal from Estimate of April 25, 1985	580,159.00
				Subtotal	$3,246,239.99
				Engineering	486,935.01
				Total	$3,733,175.00

Retain in Reserve

Total as on Estimate of April 25, 1985 $ 51,642.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Slide Correction	044	$3,733,175.00	$3,442,733.00	$290,442.00
Reserve	044	51,642.00	47,624.00	4,018.00
TOTAL		$3,784,817.00	$3,490,357.00	$294,460.00

Group 1 = 100%
Contract No. 10,005
Prefix: 614-1912
C10005

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA

5-8

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE
Oregon

COUNTY
Hood River

PROJECT NO.
IR-84-2(15)53

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Columbia River Highway Slide Correction (M.P. 53.0) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		0.0

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 710,122.00	FEDERAL FUNDS $ 654,874.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 2 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 25, 1985

FEDERAL AID PROJECT NO. IR-84-2(15)53

COLUMBIA RIVER HWY. SLIDE CORRECTION (M.P. 53.0)
HOOD RIVER COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SLIDE CORRECTION (M.P. 53.0)

Mobilization	Lump Sum	All	Lump Sum	$ 125,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	7,500.00
Temporary Signs	Sq. Ft.	1,032	12.00	12,384.00
Temporary Barricades	Each	6	100.00	600.00
Temporary Illumination	Lump Sum	All	Lump Sum	8,000.00
Sequential Arrow Signs	Each	1	5,000.00	5,000.00
Flaggers	Hour	3,000	17.00	51,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	1,350.00
General Excavation	Cu. Yd.	22,600	12.00	271,200.00
Stone Embankment	Cu. Yd.	250	5.00	1,250.00
Tractor with Dozer and Ripper, Min. 270 EHP	Hour	60	100.00	6,000.00
Scalers	Hour	250	35.00	8,750.00
Scaler's Helpers	Hour	250	25.00	6,250.00
Class "C" Asphalt Concrete	Ton	300	50.00	15,000.00
Rock Protection Fence	Lin. Ft.	350	50.00	17,500.00
Concrete Barrier	Lin. Ft.	300	30.00	9,000.00
Rock Gabions	Cu. Yd.	335	75.00	25,125.00
				$ 570,909.00

ANTICIPATED ITEMS

Railroad Protective Cost	All Required	$ 4,300.00
Permanent Paving Striping	All Required	1,700.00
State Furnished Luminaires & Ballasts	All Required	1,250.00
Temporary Erosion Control	All Required	2,000.00
		$ 9,250.00
	SUBTOTAL	$ 580,159.00
	Engineering	78,321.00
	TOTAL	$ 658,480.00

Length of Project ----------- 0.0 mile

RETAIN IN RESERVE

Slide Correction	All Required	$ 30,000.00
Clearing and Grubbing for Access Road	All Required	3,000.00
Repair Rock Protection Fence	All Required	7,500.00
Emergency Detour	All Required	5,000.00
	SUBTOTAL	$ 45,500.00
	Engineering	6,142.00
	TOTAL	$ 51,642.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Slide Correction	$658,480.00	$607,250.00	$51,230.00
Reserve	51,642.00	47,624.00	4,018.00
TOTAL	$710,122.00	$654,874.00	$55,248.00

Group 1: 100%
Contract No. 10005
Prefix: 614-1912
Prefix: 614-1097

CPL:DDB:pf

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(15)53
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-23-86

4. PROGRAM NO.
5. ITEM NO. 50110

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 22, 1985
8. FEDERAL ROUTE NUMBER Interstate 84
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION: Columbia River Highway Slide Correction

11. GENERAL DESCRIPTION OF WORK: Reimburse the Ports of Hood River and Cascade Locks for tolls

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-22-85 as requested in Mr. Fredrickson's letter of 1-9-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No.3 and 4 is approved to a TEC of $17,044.25; Federal Funds $15,718.00.

RECEIVED
STATE HWY ENGR
JAN 24 '86
REFER TO Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

Orig. to
1/24

14. DATE 1/23/86
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No

CON 5

DATE: January 9, 1986

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Columbia River Highway Slide Correction (M.P. 53) Section
Columbia River Highway, Hood River County
Contract No. 10,005

This federal-aid slide correction project is approximately 40 percent complete and it now appears that the final cost will exceed the project authorization by $2,708,000 or 193 percent. The project authorization was previously increased by action of the Commission at the meeting of November 18, 1985, to meet the immediate costs of the major earthslide which occurred in the work area on October 19. It was anticipated at the time that further additional funding would be required, either on this contract or in the form of a future separate contract.

Events and operations in the area have resulted in three significant rock slides. The slides on the west end of the project closed the highway and created the need for additional protection for the traveling public and to reevaluate the initial design of the project. This reevaluation has been done by our Geotechnical Group and a new design has been developed to stabilize the area. The new design incorporates a 3/4:1 slope in place of the 1/4:1 slope and benches shown on the contract plans. The change involves an increase of the general excavation item of $1,680,000.

The cost of anticipated items including railroad protection, flagging, bin walls, illumination, winter maintenance and related work is expected to increase another $653,000 and will include additional surfacing, salvaging and rehandling of bin walls, temporary barrier and guardrail, and installation of wire mesh.

Additional costs will also be incurred in construction engineering required to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Form 734-3122

I recommend that the authorization be increased by $2,708,000 to a new total of $4,108,913.22. This matter will be on the consent calendar for the January 21 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 9, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
Columbia River Highway Slide Correction (M.P. 53) Section
Columbia River Highway, Hood River County
Contract No. 10,005

This federal-aid slide correction project is approximately 40 percent complete and it now appears that the final cost will exceed the project authorization by $2,708,000 or 193 percent. The project authorization was previously increased by action of the Commission at the meeting of November 18, 1985, to meet the immediate costs of the major earthslide which occurred in the work area on October 19. It was anticipated at the time that further additional funding would be required, either on this contract or in the form of a future separate contract.

Events and operations in the area have resulted in three significant rock slides. The slides on the west end of the project closed the highway and created the need for additional protection for the traveling public and to reevaluate the initial design of the project. This reevaluation has been done by our Geotechnical Group and a new design has been developed to stabilize the area. The new design incorporates a 3/4:1 slope in place of the 1/4:1 slope and benches shown on the contract plans. The change involves an increase of the general excavation item of $1,680,000.

The cost of anticipated items including railroad protection, flagging, bin walls, illumination, winter maintenance and related work is expected to increase another $653,000 and will include additional surfacing, salvaging and rehandling of bin walls, temporary barrier and guardrail, and installation of wire mesh.

Additional costs will also be incurred in construction engineering required to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $2,708,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt M. G. Fisher B. M. Walton D. L. Trout

81-125-1387

jc 10 [illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(15)53

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50110

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE October 19, 1985

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Columbia River Highway Slide Correction

11. GENERAL DESCRIPTION OF WORK
Detour Traffic

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10-19-85 as requested in Mr. Fredrickson's letter of 12-13-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $50,000;
Federal Funds $46,110.

14. DATE 12/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10:

#1210

December 5, 1985

RAILROAD COMPANIES
FILE No. 1210

Mr. Jeff Asay
Union Pacific Railroad Co.
The 1515 Building
1515 S.W. Fifth Avenue
Portland, OR 97201

RE: Columbia River Highway
Slide Correction
(MP 53.0) Section
Hood River County
Contract No. 10005
UPRR File 315-1-155

Dear Jeff:

Attached is Union Pacific's fully executed counterpart of the agreement permitting the State to construct a shoofly for Interstate 84 on Railroad right-of-way near Wyeth.

Thanks for your help with this project.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
attach.

bc: Bob Gormsen w/original
J. B. Boyd w/copy
Bob Sandmann w/copy
Doug Updike w/copy

12/10/85 noted on agree books on [illegible] report

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] 6-1

STATE OF OREGON
HIGHWAY DIVISION - TRAFFIC SECTION

INTEROFFICE MEMO
TRA

TO: Ed [redacted]
Me[redacted]o Region Engineer

DATE: November 7, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: Rockfall - Columbia River Gorge

Last week there were three separate and distinct major rock slides in the Columbia River Gorge. All of them were in the same vicinity - namely the Cascade Locks area. They were all more or less on a straight line with the area on I-84 where we have experienced problems recently. Based on recent past history of the last several decades, this series of slides in such a short time period appear to be unsual events.

Thinking of future liability involving highway traffic it would seem prudent to at least check on the possibility of a common causative factor. Slight earth tremors throughout the Region could be such a cause.

The limited amount of knowledge that I have on continental plate theory and plate drift makes me believe that it could be a factor in creating small earth tremors which in turn could cause rock slides.

I know that very knowledgable geologists are on the staff at Portland State University and Oregon State University. This letter is to request that your Region Geologist contact one or both of these sources and inquire as to the possibility of the rock slides being related to tremors caused by continental plate drift.

I don't think that we should, at this point, ask for an extensive study of any kind, but rather an educated opinion. We may or may not want to pursue it further depending on what we find out.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

cc Jim Griffin
Jack Sollis
Ed Hunter

LEG:dpy

RECEIVED
STATE HWY ENGR
NOV 7 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
CON 5

DATE: November 7, 1985

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Columbia River Highway Slide Correction (MP 53) Section
Columbia River Highway, Hood River County
Contract No. 10005

This federal-aid Interstate slide correction project was approximately 40 percent completed on October 19, 1985, when a major earthslide occurred in the work area. It is apparent that the cost to stabilize the slide and protect traffic while a permanent solution is designed will exceed the project authorization for this contract by $677,000 or 94 percent.

The slide failure on October 19 blocked the eastbound travel lanes and a portion of the westbound lanes. After that date the traffic was routed onto the westbound lanes. It was subsequently decided to move traffic as far northerly as possible from the active slide area to afford maximum safety for the traveling public. This involves encroachment onto the railroad right-of-way through the slide area and installation of a bin-type wall as further protection from falling rock. Additional concrete barrier, more illumination, and other traffic control items will also be required, as well as extra base and surfacing materials.

The additional authorization requested herein is not intended to be sufficient to accomplish the original intent of the contract. The request is intended to compensate the contractor for work planned and in progress to protect the traffic. It is anticipated that further additional funding will be requested, either as a part of this contract or in the form of a future separate contract.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $677,000 to a new total of $1,400,913.22. This matter will be on the Consent Calendar for the November 18 meeting.

cc: Fred D. Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 7, 1985

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Columbia River Hwy. Slide Correction (MP 53) Section
Columbia River Highway, Hood River County
Contract No. 10005

NOTED
W. E. SCHWARTZ

This federal-aid Interstate slide correction project was approximately 40 percent completed on October 19, 1985, when a major earthslide occurred in the work area. It is apparent that the final cost to correct this slide will exceed the project authorization for this contract by $677,000 or 94 percent.

The slide failure on October 19 blocked the eastbound travel lanes and a portion of the westbound lanes. After that date the traffic was routed onto the westbound lanes. It was later decided to move the traffic as far northerly as possible from the active slide area to afford maximum safety for the traveling public. This involves encroachment onto the railroad right of way through the slide area and installation of a bin wall for protection from falling rock. Additional concrete barrier and other traffic control items will also be required, as well as extra base and surfacing materials.

It is also apparent that the additional authorization requested herein will not be sufficient to accomplish permanent correction of the slide in this area. It is anticipated that further additional funding will be required, either on this contract or in the form of a future separate contract.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $677,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
B. M. Walton
J. W. McNamee
D. L. Trout

MH 6-1

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: October 25, 1985

Original Signed By
Robert A. Sandmann

FROM: ROBERT A. SANDMANN
Metro Region Maintenance Engineer

SUBJECT: **M.P. 53.0**
I-84
UPRR TEMPORARY DETOUR PERMIT

I received word this date by telephone from Doug Updike, Public Projects Engineer for Union Pacific Railroad, that work can commence Monday, October 28, 1985 on construction of a detour for 2 lanes of I-84 at M.P. 53 according to the plan attached (15 sets delivered to the UPRR October 24, 1985). An official permit will be prepared in the next week or so.

I was also informed that the UPRR will have a watchman on duty during the work, with periodic inspection by an engineer. I stated that the watchman and engineer costs would be paid by the State.

Mr. Updike also told me the UPRR would be interested in obtaining excess rock for filling holes at locations yet to be determined. He stated the donation of the material could be used in lieu of rent for the UPRR right-of-way.

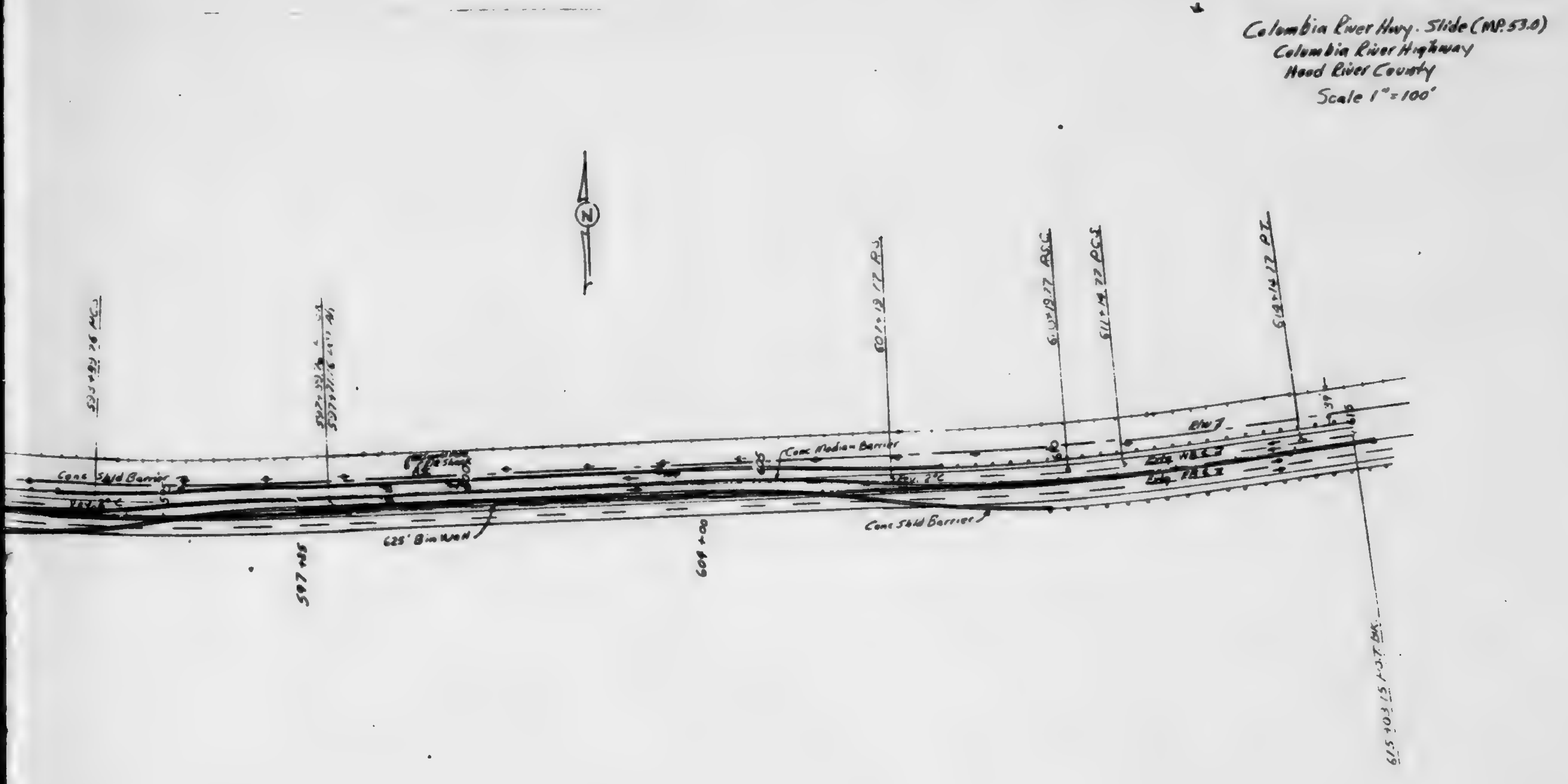
RAS/gw-017
cc W. E. Schwartz
E. S. Hunter
J. B. Boyd
Jack Sollis
Jim McNamee

NOTED
W. E. SCHWARTZ

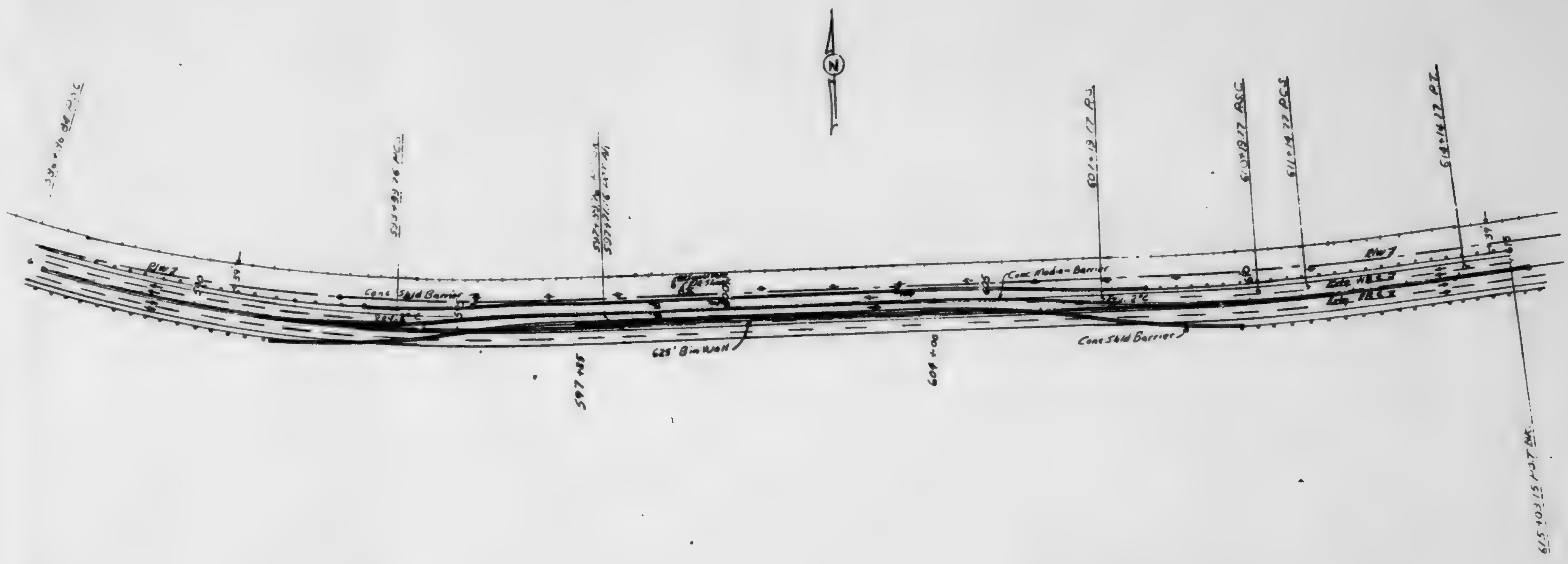
RECEIVED
STATE HWY ENGR
OCT 28 '85
REFER TO
FOR

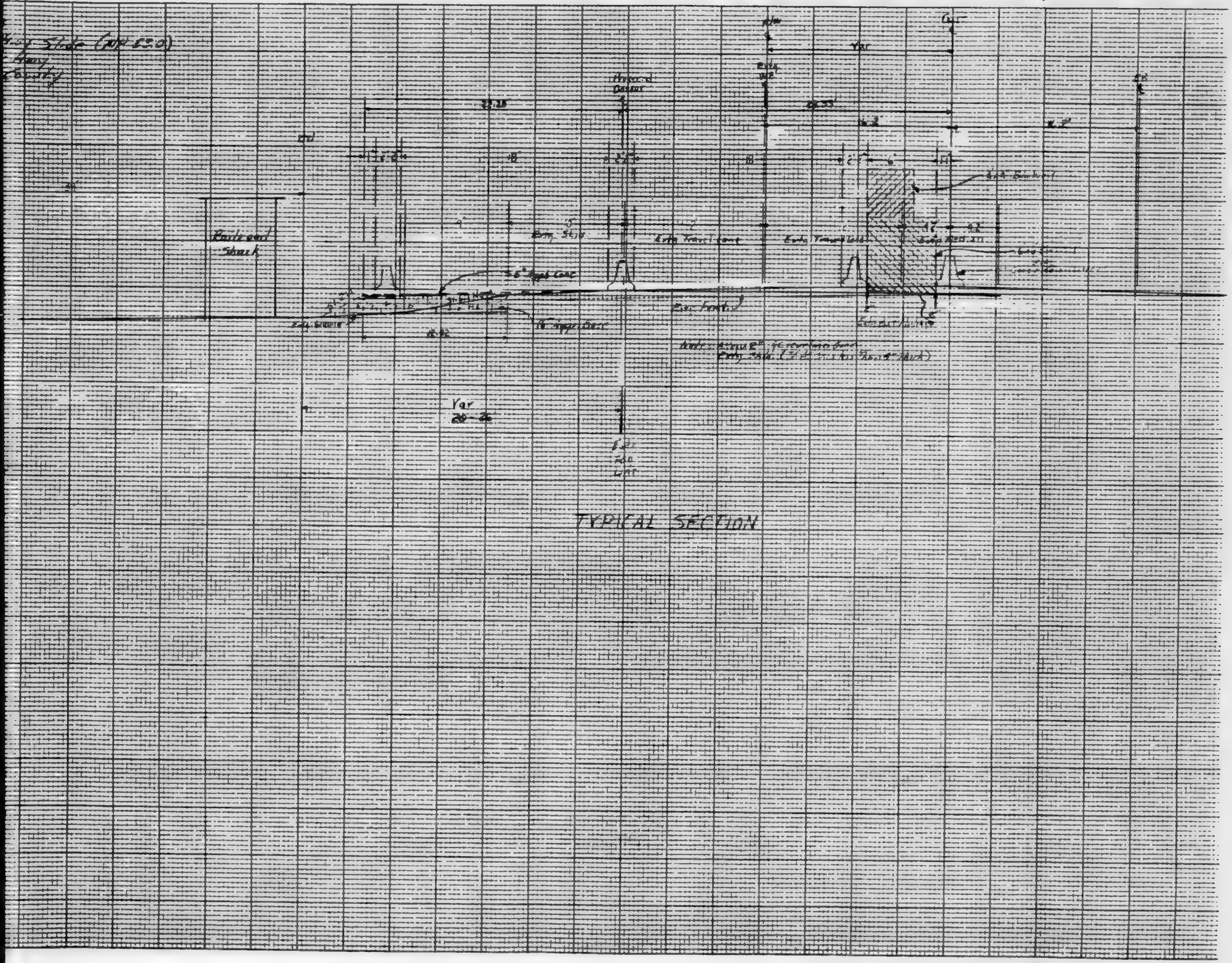
Info	[illegible]	R/D	D/R	[illegible]	[illegible]	[illegible]

81-125-1387


Columbia River Hwy. Slide (MP 53.0)
Columbia River Highway
Hood River County
Scale 1" = 100'
N
615+03.15 P.O.T. BK.
613+14.27 PT
611+14.22 PCS
607+00
597+85
Conc Shld Barrier
Conc Median Barrier
625' Bin Wall
Edg WB C.I
Edg EB C.I
Rlw 7
39'

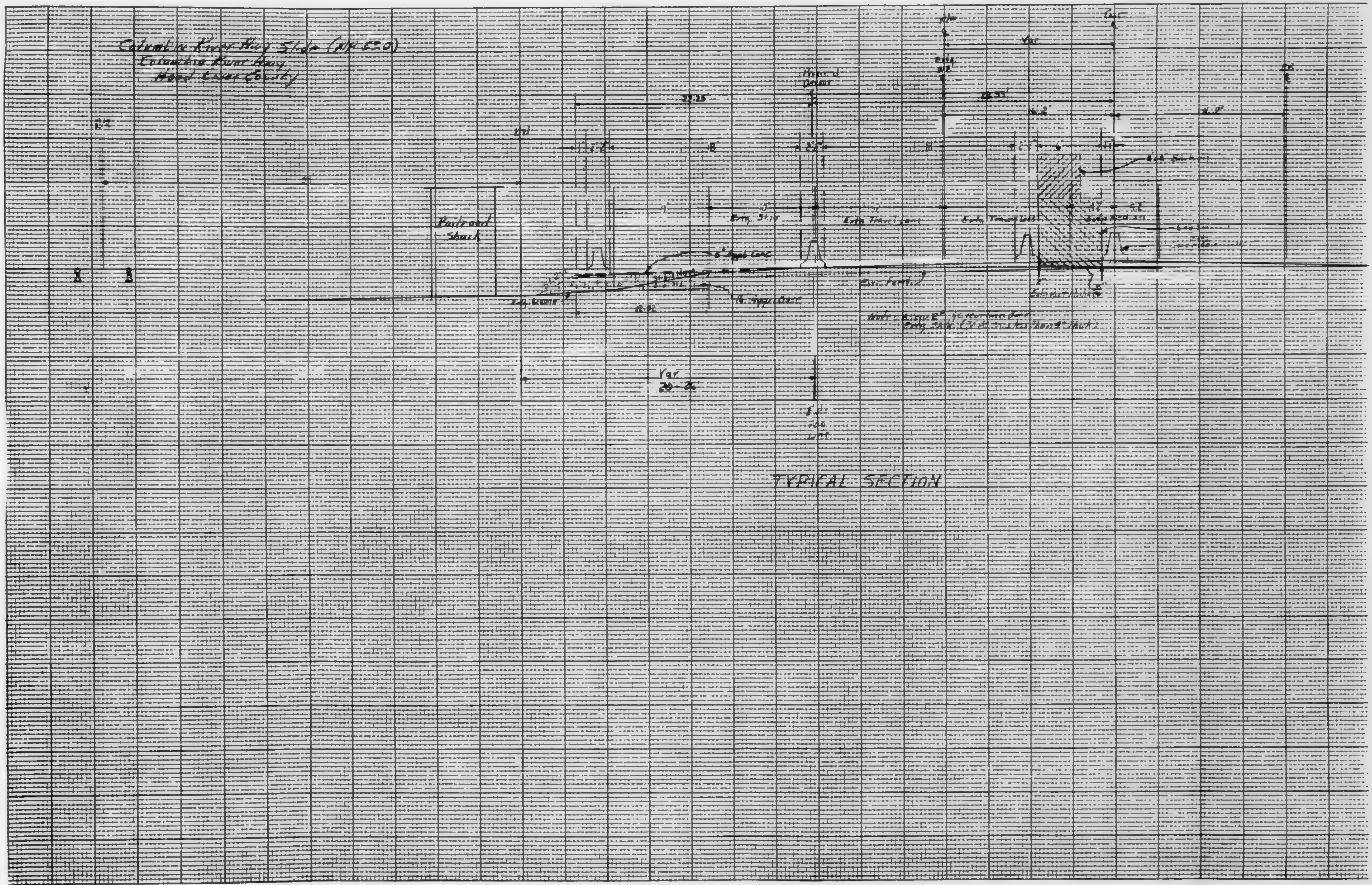
Colombia River Hwy. Slide (MP. 53.0)
Colombia River Highway
Hood River County
Scale 1" = 100'


N
590+40.88 P.S.C.
593+93.26 M.C.
597+85
R/W 7
Conc Slid Barrier
625' Bin Wall
609+00
Conc Median Barrier
601+13.17 P.S.
610+18.17 A.S.C.
611+14.22 P.C.S.
614+14.27 P.T.
Edg. WB.S.X
Edg. EB.S.X
Conc Slid Barrier
R/W 7
615+03.15 H.J.T. Bk.

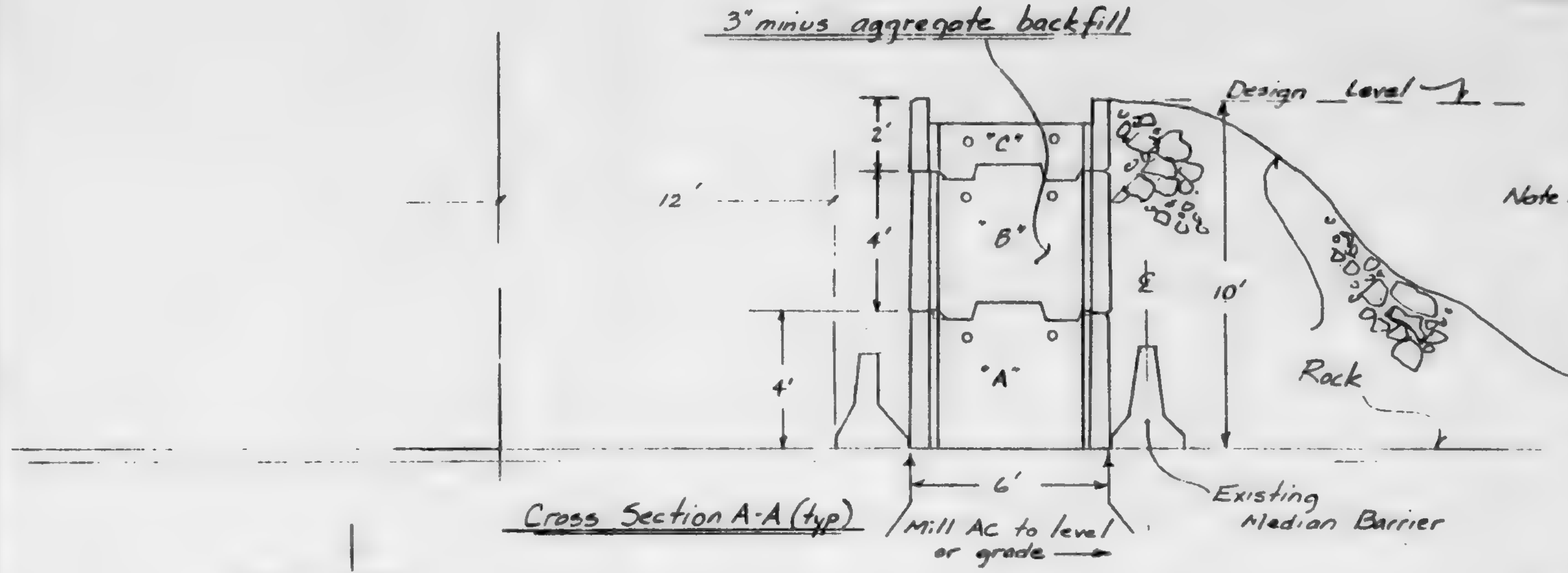

Railroad Shack
Var
27.25
18'
Auto Travel Lane
Var
Var
TYPICAL SECTION

TYPICAL SECTION

Columbia River Hwy Slide (MP 52.0)
Columbia River Hwy
Hood River County


Railroad Shack
22.25
22.55'
Var
Var
20-26
Extg. Travel Lane
6" Asph Conc

TYPICAL SECTION


3" minus aggregate backfill
Design Level
"C"
"B"
"A"
2'
4'
4'
12'
10'
6'
℄
Rock
Existing Median Barrier
Mill AC to level or grade

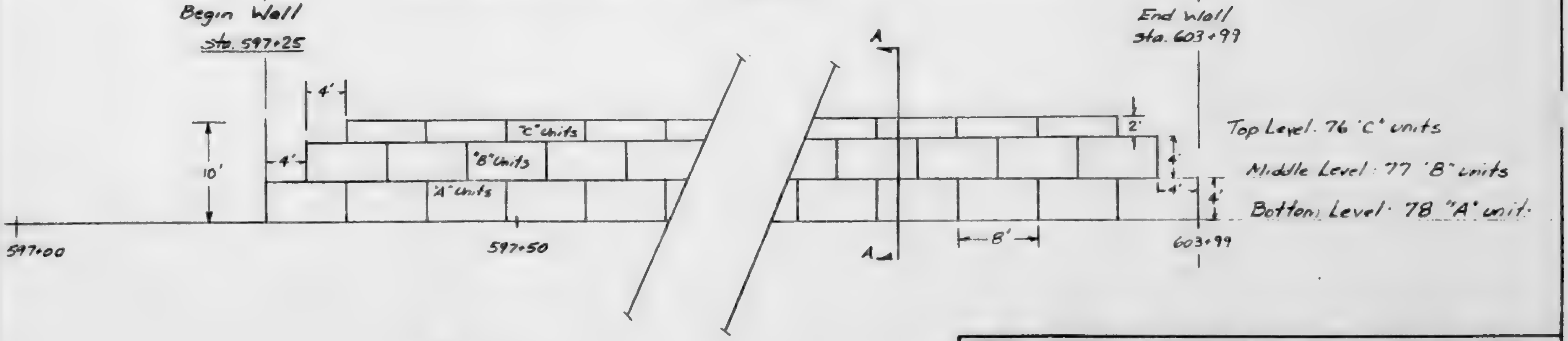
Cross Section A-A (typ)

Doublwal Unit Description

"A" Units: True Bottom-Standard Top
"B" Units: Standard
"C" Units: Standard with parapet top

Note: Length of all units 8 feet

Scale 1" = 4'-0"


Begin Wall
Sta. 597+25
End Wall
Sta. 603+99
A
A
4'
4'
10'
"C" Units
"B" Units
"A" Units
2'
4'
4'
4'
8'
597+00
597+50
603+99

Top Level: 76 'C' units
Middle Level: 77 'B' units
Bottom Level: 78 "A" unit

Profile

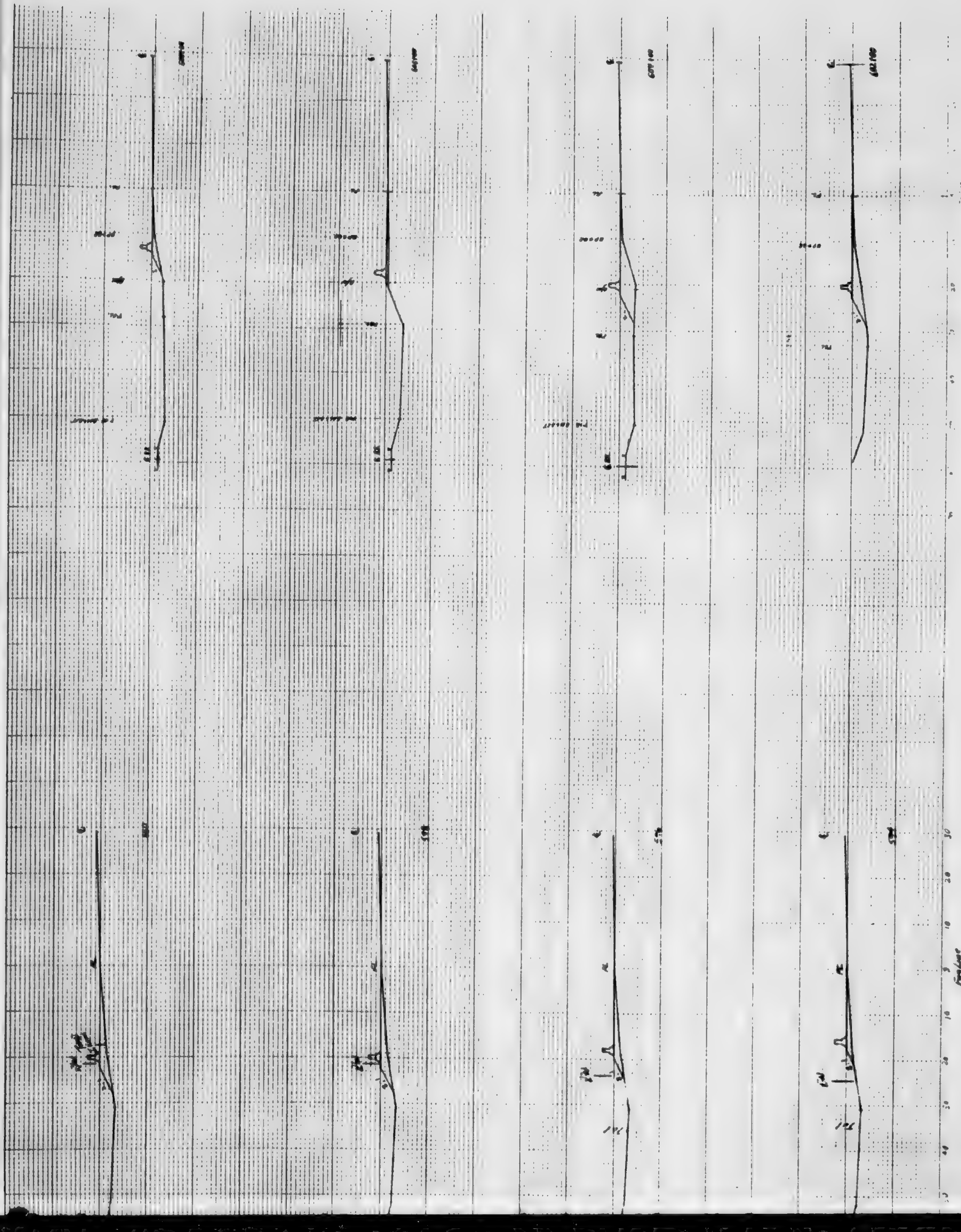
Scale: 1" = 10'-0"

OREGON DEPARTMENT OF TRANSPORTATION
FOUNDATION DESIGN UNIT

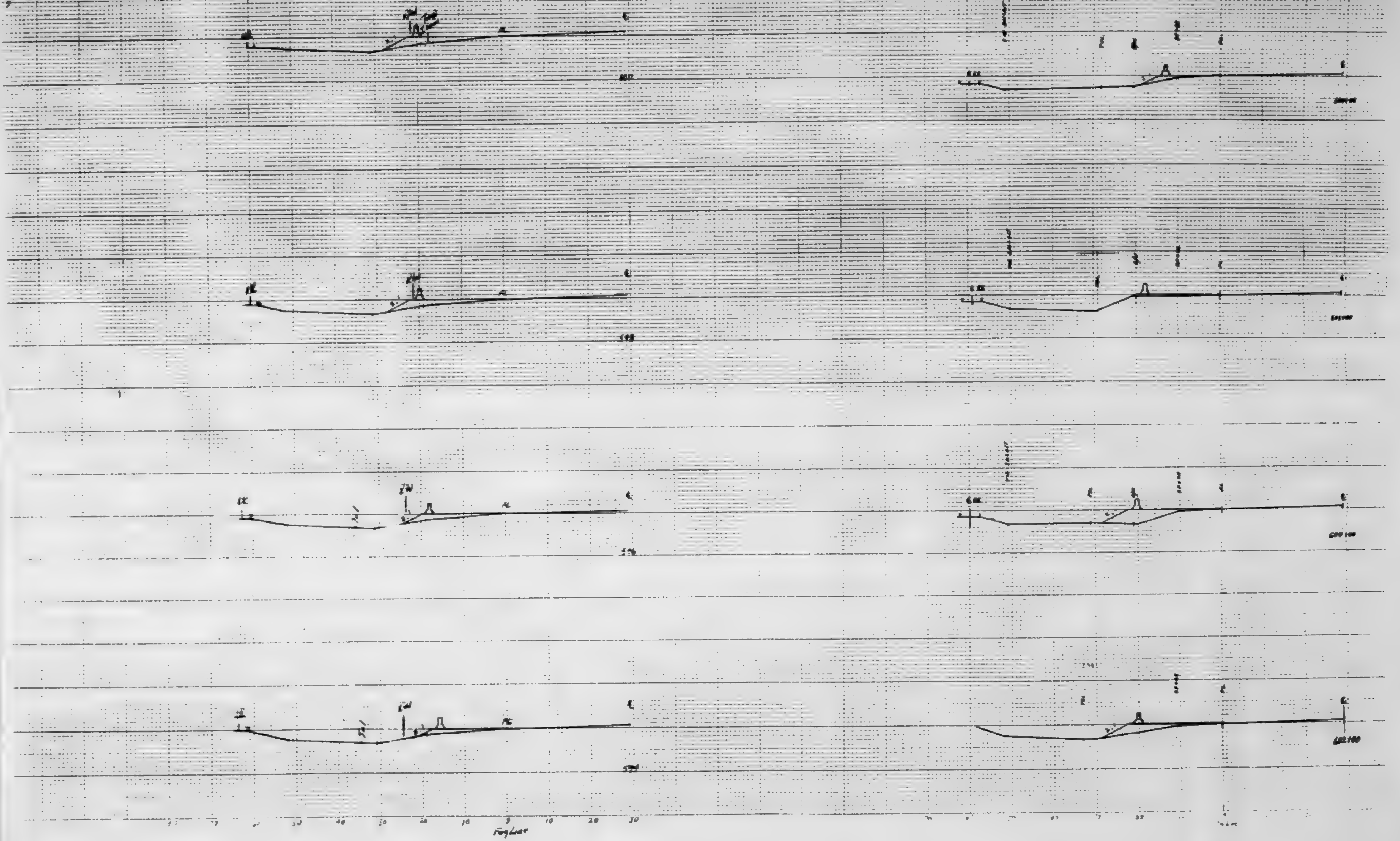
Traffic Protection Wall; Sta. 597+25 to 603+99
Columbia River Highway, M.P. 53.0 Section
Hood River County

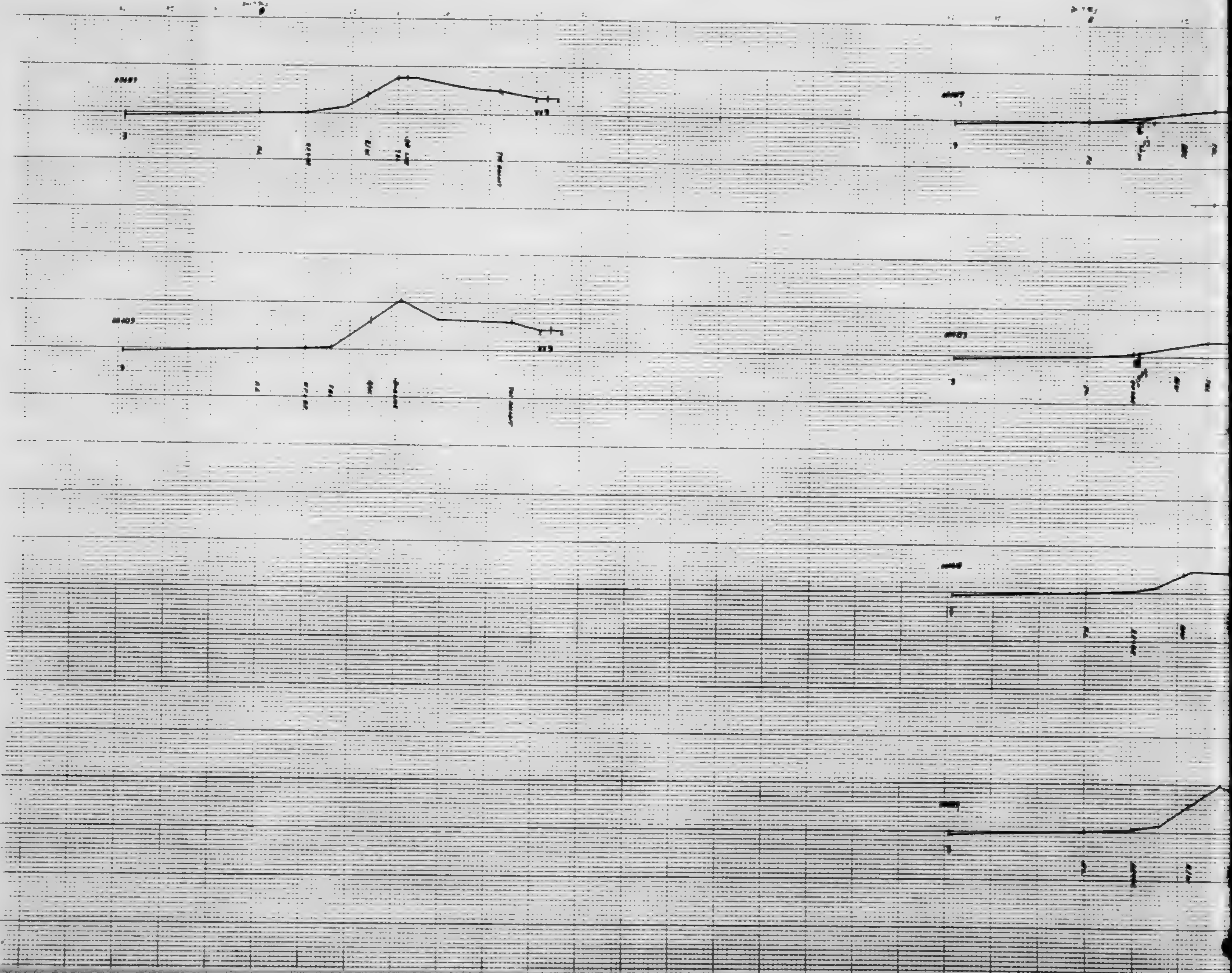
APPROVED:
P.E.
BRIDGE ENGINEER

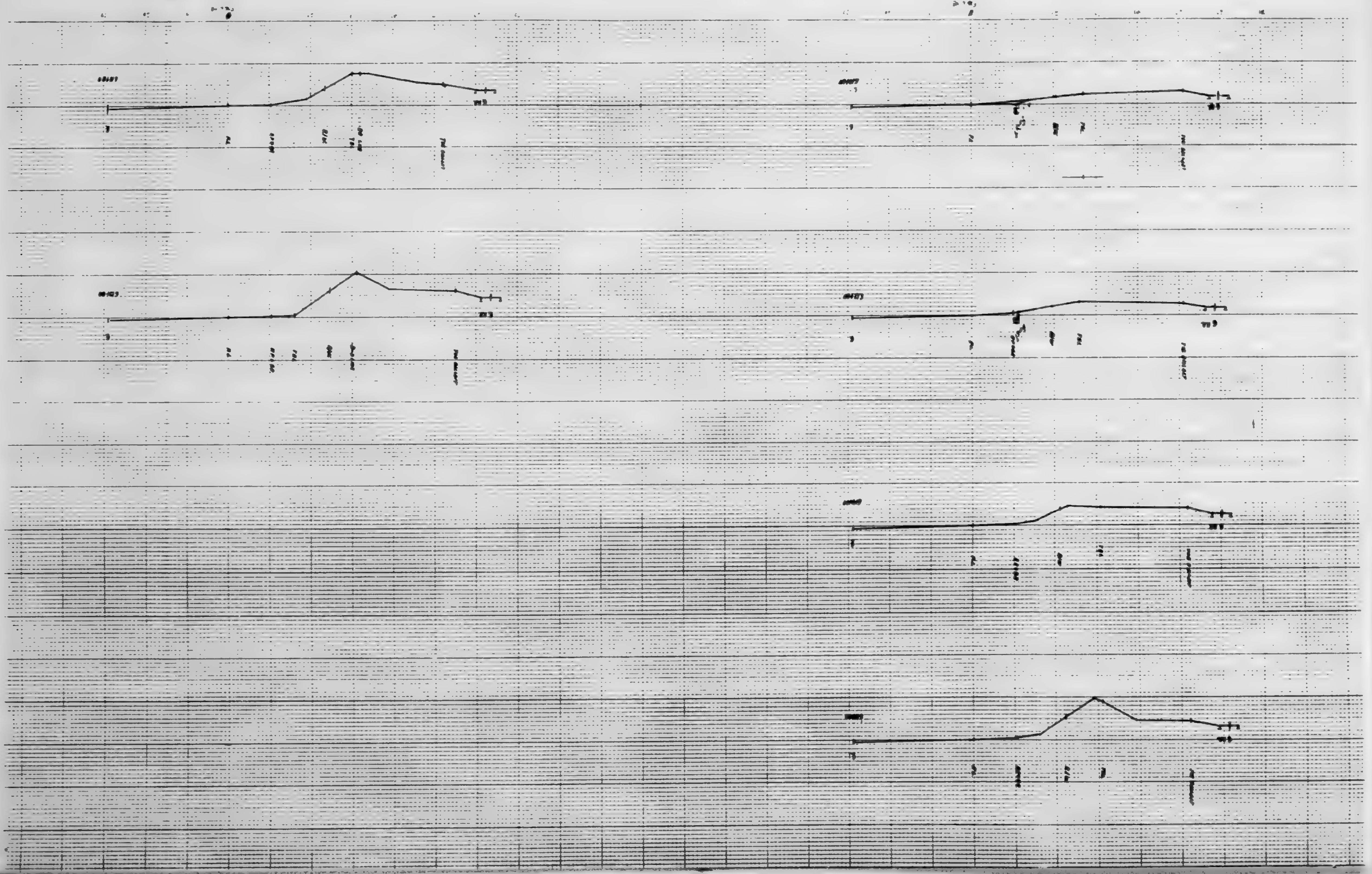
DATE: 10-23-85 BRIDGE NO.
DESIGNED: [illegible]
DRAWN: J Six DRAWING NO.



COLUMBIA RIVER SLIDE
Columbia River Hwy
Hood River County







STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
OCT 25 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: C. O. FREDRICKSON
Construction Engineer

DATE: October 23, 1985

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: M.P. 53 SLIDE
COLUMBIA RIVER HWY.

As a result of a failure of easterly section of the upper bench on the subject slide correction project, a revised design was developed which increased the cost of the contract considerably. Drilling and rock removal in accordance with the redesign was under way when the westerly portion of the upper bench gave way. The failure occurred between 2 and 3 a.m. Saturday, October 19, 1985. As a result, the eastbound lanes were closed, with traffic routed over the Cascade Locks and Hood River toll bridges. Eastbound traffic was reestablished about 8:00 p.m. Sunday night, with the normal westbound lanes carrying one lane in each direction.

A lesser slide occurred Monday totally closing the highway for about 6 hours.

On Monday, at my request, Ed Johnson, Clarence Eshelman, Ron Chassie, and others visited the slide. As a result of the visit and a subsequent meeting, a plan was developed which involves developing the lower bench then laying the area above the bench back on a 3/4 to 1 slope.

To protect the traffic and railroad, and to make the area maintainable during slide correction work, a wall along the old highway centerline to catch loose material was proposed.

At a meeting Tuesday, involving Chassie, Johnson, Ed Hunter, Pat Schwartz, Duane Christensen, Bob Poole, and myself, the plan was generally agreed to and further refined. It was tentatively decided that the highway would be shifted about 12 feet to the north to allow construction of a 10 foot high double wall in the temporary eastbound lanes.

Whether to terminate the current contract and award a new contract, or extend the current contract was discussed at length. Although the feeling was the current contract should be terminated and a new contract awarded, it was not definitely determined.

More

Assuming Elte, the current contractor, is willing to continue at the $12.50 price (contract bid price is $12.00 but was revised to 12.50 to cover additional traffic conflicts under the previous revision) and the bonding company concurs, I strongly recommend extending the current contract to include work under the latest plan for the following reasons.

1. The nature of the work is essentially the same as bid competitively under the current contract, and the price compared with other bidders was very favorable, so it is our opinion rebidding would not result in a better price. Also, the current contractor has considerable cost in the development of access.

2. I don't see how other contractors can claim extending the contract is unfair since the contract was competitively bid and the nature of the work has not changed significantly except in quantity. Rebidding would possibly mean another mobilization cost.

3. The contractor has been very cooperative and easy to work with and has proceeded in a prudent manner.

4. Terminating the current contract would be difficult, it would be difficult to identify the remaining work we should have him do, not to mention the fact that he has two major pieces of equipment stranded on the upper bench and a considerable amount of work will be required to rescue that equipment.

5. The current contractor is on the job and could continue with the work, eliminating delays due to design, contracting, and mobilization of another contractor.

6. The current contractor is familiar with the job.

More

7. At the time of our meeting a concern of mine was whether Elte has RR insurance. He does, it may have to be extended to cover the additional work contemplated on RR right-of-way.

8. Extending the contract was discussed with Tom Lowe, he saw no problem.

Following our meeting with Schwartz and Hunter, Ron Chassie and I went over to the FHWA office and explained the plan to Hathaway and others. Their attitude was favorable. They also indicated probable participation in the Toll bridge bill.

As it stands now, McNamee is getting field information, Duane's people will develop a vicinity map with the detour alignment shown and a cross section which we can take to the RR. Bob Sandmann has already made contact with the RR and will pursue getting RR approval. Also, Bob points out we will probably have to provide RR insurance. He will contact Boyd concerning insurance if needed.

The main purpose of this letter is to bring you up to date and to urge that we keep the current contractor on the job.

ACH/gw-011

cc Pat Schwartz
Ed Hunter

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Hood River	DIVISION Oregon

IN COMPANY WITH
Marion Craft, Jerry Wimer, Jim Macnamee, and Ed Johnson; OSHD

DATE OF INSPECTION 10-15-85	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. IR-84-2(15)53

QUALITY OF WORK atisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 62 %	WORK COMPLETED 50 %

COLUMBIA RIVER HIGHWAY SLIDE CORRECTION (M.P. 53)
COLUMBIA RIVER HIGHWAY
Slide Correction

NOTED
W. E. SCHWARTZ

This project provides for the construction of pre-split slopes with benches on an existing rock cut. Existing rock cut has had a history of raveling and about a year ago there was a fatality due to a stone that fell in the roadway.

The State's Worker's Compensation red tagged this project earlier in the week due to unsafe work conditions under a fragmented rock slope. The State Highway Division's geotechnical section worked with the contractor and the State's Worker's Compensation Board to develop an alternate plan to complete the project. This plan essentially doubled the rock excavation and associated cost of the project from a $700,000 project to approximately $1,500,000. The State is currently negotiating with the contractor on unit prices for the added work. On the weekend of October 19, and 20, 1985, two additional slides occurred, one of which closed all four lanes of Interstate 84. On October 24, 1985, I again reviewed the slide in the field in the company of Dale Wilken. Ron Chassie from our Regional office was working in conjunction with Ed Johnson of the State's geotechnical section and they had come up with a rough plan to stabilize the area. They explained the rock is fragmented and jointed throughout its outer face and therefore the presplitting on a quarter to one and benches concept originally anticipated, was no longer appropriate. It is estimated the new plan will increase the cost of the project up to the vicinity to $2,500,000 to $3,000,000.

RECEIVED
STATE HWY ENGR
NOV 19 '85
REFER TO
Fredrickson
dy 11/19
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA-1446A
(Rev. 2-84)

Interstate 84 is currently open to one lane traffic in each direction. A buffer mound to contain further slide material was being constructed during our review on October 24, 1985. The State was currently negotiating with the adjacent railroad for an easement to construct a two lane roadway away from the slide, thereby allowing a generous 70 foot fallout area during the winter. Also, a 10 foot wall will be constructed between the I-84 travel lanes and the slide area. I concurred with this concept on the site and the State is moving as expeditiously as possible to move the Interstate traffic further away from the potential fallout area.

The contractor during the inspection was scaling slopes and excavating some of the shot rock. He will continue his work in an effort to develop an access from the top of the slide to remove two pieces of stranded equipment (a track type dozer and track type back-hoe).

It was agreed by all the first priority is to construct two new travel lanes for I-84 as far as possible from the slide area. As soon as that work is complete and the contractor's stranded equipment removed, a decision will be made of whether to expand the current contract to complete the project, which has more than tripled in size, or to terminate the existing contract and re-let a new one. This matter will be addressed in the future and reported accordingly.

- TPL -

10 005

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: October 10, 1985

TO: Oregon Transportation Commission

AGENDA
OCT 22 1985

CON 5

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Columbia River Highway Slide Correction
Columbia River Highway, Hood River County
Contract No. 10,005

This federal-aid Interstate slide correction project is approximately one-third finished with completion anticipated in December, 1985. It now appears that the final cost will exceed the project authorization by $266,500 or 37 percent.

The overrun is due to an increase in the quantity of general excavation required to construct the project. Contract plans call for removal of loose rock material from an existing bench, widening of that bench, construction of an additional bench above the first, and construction of rock gabion walls on both benches to aid in retention of future loosened material. Construction of the upper bench has required more excavation than was planned because an increased width was necessary in order to provide room to get excavating equipment past narrow spots in the work area. It was also necessary to move the westerly end further into the cut in order to remove material that would have been unstable if left in place. This additional excavation added approximately $208,800 to the cost of the project.

Increased flagging is anticipated to be required to adequately protect the traveling public past the construction work in this hazardous area. This is expected to add approximately $24,000 to the cost of the project.

The construction engineering costs are expected to be increased due to the necessity to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $266,500 to a new total of $990,413.22. This matter will be on the consent calendar for the October 22 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
E. L. Hardt
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: October 10, 1985

FROM: O. B. Jackmond
for Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Columbia River Highway Slide Correction
Columbia River Highway, Hood River County
Contract No. 10,005

This federal-aid Interstate slide correction project is approximately one-third finished with completion anticipated in December, 1985. It now appears that the final cost will exceed the project authorization by $266,500 or 37 percent.

The overrun is due to an increase in the quantity of general excavation required to construct the project. Contract plans call for removal of loose rock material from an existing bench, widening of that bench, construction of an additional bench above the first, and construction of rock gabion walls on both benches to aid in retention of future loosened material. Construction of the upper bench has required more excavation than was planned because an increased width was necessary in order to provide room to get excavating equipment past narrow spots in the work area. It was also necessary to move the westerly end further into the cut in order to remove material that would have been unstable if left in place. This additional excavation added approximately $208,800 to the cost of the project.

Increased flagging is anticipated to be required to adequately protect the traveling public past the construction work in this hazardous area. This is expected to add approximately $24,000 to the cost of the project.

The construction engineering costs are expected to be increased due to the necessity to properly monitor, inspect and document the added work.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $266,500. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: E. L. Hardt
J. W. McNamee
B. M. Walton
D. L. Trout

81-125-1387

October 3, 1985

Elte, Inc.
25701 SE Highway 224
Boring, OR 97009

CON 5

Re: Time Extension Request
Columbia River Highway Slide Correction
Contract No. 10005
FAP No. IR-84-2(15)53

Your third request for additional contract time in which to complete the above project has been very carefully reviewed. You have requested an additional 21 calendar days due to late contract award and notice to proceed and an additional seven days due to lack of access to the upper bench area.

The contract bid documents state that the Division intends to award this contract at the earliest possible date and advises the low bidder to contact Commission Services within 32 hours after bid opening to arrange for delivery of the necessary contract documents. Bids were opened on Thursday, April 11, 1985. You contacted Commission Services on Monday, April 15 and delivered your MBE/WBE goal data on Tuesday, April 16, 1985. The earliest possible award date would therefore have been April 17, 1985. The actual award date was April 24, 1985.

This amounts to a maximum delay of seven calendar days. This delay affected phase "b" completion since it carried a specified date of completion. This delay did not affect phase "a" or phase "c" completion since they are expressed as calendar days and the counting of calendar days starts 10 calendar days, excluding Sundays, after you deliver the signed contract documents to the Division (see Section 108.08 of the contract Standard Specifications). The number of calendar days allowed for phase "a" and phase "c" did not change because of later than anticipated contract award. Therefore, a contract time adjustment of an additional seven calendar days is granted for completion of phase "b" of the project.

Your request for an additional seven calendar days of contract time for phase "b" and phase "c" due to lack of access is acknowledged and granted.

The General Excavation bid item is expected to overrun the estimated quantities by approximately 77 percent. You have not yet requested additional time for this work. However, it appears appropriate to include this at this time. Therefore, a contract time adjustment of an additional 85 calendar days for phase "b", and 92 calendar days for phase "c" is granted, due to the expected overrun in General Excavation.

The adjusted contract time of completion for phase "b" is October 30, 1985, and the adjusted contract time of completion for phase "c" is 237 calendar days.

Should you wish to further review this matter, please contact Project Manager Jim McNamee.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Jim McNamee w/att.
FHWA w/att.
Bruce Walton

TE/203

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: September 20, 1985

FROM: Marion Craft

MARION CRAFT
Metro Region Construction Engineer

SUBJECT: COLUMBIA RIVER HIGHWAY SLIDE CORRECTION
Columbia River Highway
Contract 10005

Attached is a third contractor's request for a time extension. Jim McNamee, in his September 11, 1985 letter, gives the background and some pertinent data concerning the project, the original requests, and this latest request.

The contractor, in his first request, asked for time due to a delay in the award of the contract. This was denied. In this latest request he is asking us to reconsider. He is asking for 21 days for this delay and his letter of August 27, 1985 gives his reasoning. Jim McNamee again recommends we grant 12 days due to this alleged delay.

In this third request, the contractor also asks for 7 days due to lack of access, or a misleading indication of access to the work area. Jim analyzes this request and agrees that 7 days is justified.

plans are misleading.

Not mentioned by the contractor, but an item that had developed is the overrun of excavation on the job. This is discussed in Jim's letter and he recommends an additional 92 days due to this 77 percent overrun.

Jim's analysis seems reasonable and I recommend we grant the 111 days.

10-3-85

W. E. Schwartz -
I mostly agree with Region and Project Manager and recommend a time extension of 100 C.D. for phase "b" and 99 C.D. for phase "c".

O. B. Jackmond

MC/gw
Attachment
cc Jim McNamee

1.2

CE__ CAE__ RECEIVED LS___ TC___
COE__ OM__ SA___ CC___
OE____ SEP 23 1985 FE___ CP___
CA____ POC____
CAM____ CONSTRUCTION OCS____
EEO____ SECTION FILE.____

1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

July 29, 1985

Elte, Inc.
25701 SE Highway 224
Boring, OR 97009

Re: Time Extension Request
Columbia River Highway Slide Correction
Contract No. 10,005
FAP No. IR-84-2(15)53

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested an additional 45 calendar days for completion of phase "b" of the contract and 75 additional calendar days for completion of phase "c". Your request was based on delay in contract award, delay in blasting consultant approval, slope and clearing stakes not set, and Memorial Day and fourth of July holiday traffic.

The contract was awarded within the time specified in Section 103.08 of the Standard Specifications for this project. This portion of your request is therefore denied.

A contract time adjustment of an additional 18 calendar days is granted for both phase "b" and phase "c" due to late notification of the unacceptability of your first proposed blast consultant.

Slope and clearing stakes were set in a timely manner and did not delay the project. This portion of your request is denied.

Memorial Day and 4th of July work prohibition is specified in the Special Provisions for this project under Section 104.05. However, phase "b" completion time is adjusted by an additional 4 calendar days to allow for the 4th of July shutdown since this holiday was not within the originally specified June 30 completion date. No adjustment is made for phase "c".

Form 734-3122

The adjusted contract times of completion for this project are: phase "b", July 22; phase "c", 138 calendar days.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Jim McNamee.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc.	C. O. Fredrickson	
	Al Harwood	w/att.
	Jim McNamee	w/att.
	FHWA	w/att.
	Bruce Walton - Note: This time extension is "N-P"	

TE/190

STATE OF OREGON

INTEROFFICE MEMO

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: July 16, 1985

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: Columbia River Highway Slide Correction (MP 53.0)
Contract No. 10,005

The contractor has submitted two requests for time extension on this job, based on late delay of contract award, delay in selecting blasting consultant, slope staking delay, and holiday exclusions. In his first request he is asking that the blasting completion date be changed from 6-30-85 to 8-15-85, and the 120 calendar days be changed from 120 to 165. In his second request, he is asking that the 120 calendar days be changed to 195 calendar days.

Jim McNamee, in his analysis of the first request, responded to all the items mentioned in both contractor requests. Jim's letter of June 27, 1985 gives the pertinent facts on this contract and his analysis and recommendations concerning time. I agree with Jim's recommendations to set the completion of blasting date to August 24, 1985, and to grant the same 54 days to the overall completion of the job, changing the 120 calendar days to 174 calendar days.

MC/cp
cc Jim McNamee

7-26-85

W. E. Schwartz -

I do not agree with Region and Project Manager.

1.) The state did not delay in awarding this contract. The Special Provisions states an intent to expedite award and requests the low bidder to contact the Com. Services office in 32hrs after bid opening. This is a Fed. Aide job with D/WBE goals. The contractor did not submit his D/WBE data until 5 days after bid opening.

2) We were dilatory in taking 18 days to reject the contractor's first proposed blasting consultant, but I can't justify the 38 days recommended.

3.) This is a "Green Book" job. The contractor is due a response in 60 days. We did not get the request until 53 days after submission by the contractor. (No time to send it back for re-review). The contractor is on liquidated damages.

E. B. Jackmond

CE__ CAE__ RECEIVED LS__ TC__
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OE__ JUL 17 1985 FE__ CP__
CA__ POC__
CAM__ CONSTRUCTION QCS__
EEO__ SECTION FILE.__

.1387

May 8, 1985

Elto, Inc.
25701 S. E. Highway 224
Boring, OR 97009

CON 5
#10,005

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,005 for the Columbia River Highway Slide Correction (M.P. 53.0) Project in Hood River County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Enclosure

cc: **Jack Meeke Insurance**
3737 S. W. 117th
Beaverton, OR 97005

Great American Insurance Company
580 Walnut Street
Cincinnati, OH 45202

Great American Insurance Co.
Pacific N. W. Regional Office
P. O. Box 21109
Seattle, WA 98111

bc: **C. O. Fredrickson**
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
James McNamee

ELTE, INC.
HEAVY CONSTRUCTION
25701 S.E. HWY. 224
BORING, OREGON
TELEPHONE: 637-3011

April 16, 1985

Commission Services O.D.O.T.
In Re: Columbia River Hwy. Slide Correction (P63)
Hood River County
Bid date 4-11-85
Total Bid Amount $ 583,059.00

Assigned Contract Goals

D.B.E. 5%

Dirt & Aggregate Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

Item #9 Trucking $30,000.00

W.B.E. 1%

The Lady's Construction Co.
P.O. Box H
West Linn, Oregon 97068

Item #3 Temp. signs $10,000.00

Rod King

Rod King
Elte, Inc.
RK:mf

RECEIVED
APR 16 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DC: [illegible]

10,005

ni 6-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON ~~97810~~

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In Reply Refer to
File No.:
PRO 6-2

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Dayton JE [✓ Eriksen] Gettis
Baker Anderson
King Bedford Leu
[✓ Return] Discuss Do [✓ File] Due
By FINAL DESIGN ENGINEER

Date: April 18, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: for Gary A. Potter, Manager
Program Section

Subject: Columbia River Highway Slide Correction (M.P. 53.0)
Project No. IR-84-2(15)53
Hood River County
Contract Award

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on April 11, 1985 with Elte Inc., submitting the low bid in the amount of $583,059.00. The low bid is $242,572.00 or 71.2% over our Engineer's estimate of $340,487.00. Four other bids were received in the amounts of $625,642.00, $649,264.00, $650,468.00 and $751,379.00.

Our Engineer's have reviewed the contractors bid prices and recommend the low bid be accepted. Enclosed is a copy of Mr. Karnosh's memo of April 11, 1985 which indicates our estimate was too low for the excavation which when corrected makes the low bid 1.7% over the estimate.

I feel it is in the public interest to accept the low bid since five bids were received and it is not likely that a lower proposal would be received with another advertising for bids.

Federal Highway Administration Endorsement

Date 4/23/85

D.K. Hossna
Tentative Concurrence
for Dale E. Wilken
Division Administrator

CPL:me
cc: K. Karnosh
D. Christensen
General Files

MA 6-4

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(15)53

2. STATE PROJECT NO. See below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken
Division Administrator, FHWA OR Div
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50110

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 5 '85
REFER TO Potter
FOR
Info Inform R/D D/R Sign Act File

Orig. w/ [illegible] att. 4/1

7. DATE AUTHORIZATION EFFECTIVE 3-20-85

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
COLUMBIA RIVER HIGHWAY SLIDE CORRECTION

11. GENERAL DESCRIPTION OF WORK
Slide Correction

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" Estimate dated 3-19-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's March 19, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $448,593; Federal funds $413,692, subject to the requirements outlined in my letter of March 20, 1985.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve "no passing zone" striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

MAI 6-1a

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 20, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-84-2(15)53
Slide Correction (M.P. 53.0)
Columbia River Highway
Hood River County

This will confirm our verbal advise to advertise for bids as of this date. Our PS&E approval is contingent on further analysis of work to be done on the upper bench level.

Based on our review we feel that the geotechnical exploration and reporting was not scheduled sufficiently in advance of design to allow full consideration of alternatives. Recent information would suggest that the upper bench may not be required if the large fractured rock mass could be removed. Conventional fallout protection would not require the upper bench. Removal of the fractured mass in lieu of full bench construction could result in savings of time and money. The contract could be changed by addendum.

Please study this alternative and provide a brief report of your findings.

Sincerely yours,

Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAR 21 '85
REFER TO
Hunter
FOR
Info Invest R/D D/R Sign Act File

cc:
OSHD (E Johnson)
OSHD (G Potter)
OSHD (D Christensen)
FHWA (J Baker)

NOTED
E. S. HUNTER

CC Hardt
Frederickson
ESH
3-22-85

MA 6-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

March 15, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Coulter:

Oregon Project IR-84-2(15)53
Slide Correction (M. P. 53.00)
Columbia River Highway
Hood River County

We have reviewed Mr. Hart's March 11, 1985 request for advance purchase of luminaire units. We agree that it is in the best interest of the public to avoid delays to this project and concur in your proposal. Federal reimbursement will be made after the units have been installed.

Sincerely yours,

Christianson
for Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAR 18 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
☐	☐	☐	☐	☐	☒	☐

Mai 6-1

[illegible]

March 11, 1985 DES 23

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL SIG.
WALTER J. HART
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Temporary Illumination
Columbia River Highway Slide Correction (M.P. 53.00)
Columbia River Highway
Hood River County
FAP: IR-84-2(15)53

The removal of the slide problem at M.P. 53.00 on the Columbia River Highway requires the installation of temporary illumination. The lead time to acquire the luminaires for this temporary illumination is approximately four weeks. Since the total time to be allotted for this project is to be four weeks, the temporary illumination would not be operable until the project is complete.

In order to circumvent this time delay, we propose that the State purchase the necessary luminaire units in advance and furnish them to the contractor for use during the project. The four units required will cost approximately $1,250. This will appear in the project estimate as an Anticipated Additional Item - "Luminaires Furnished By State". Your concurrence in this procedure is requested.

JEC:jrb

cc: E. S. Hunter
Gary Potter
Cliff Laux
E. L. Hardt
Ted Litchfield

RECEIVED
STATE HWY ENGR
MAR 12 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W.J. HART

NOTED
J.E. CHIDSEY

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(14)53

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Hood River

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50110

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/4/85

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

Mile Post 53 Slide Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/28/85 I approve the revised Preliminary Engineering costs to a TEC of $22,400; Federal Funds $20,657.

(Increase TEC $5,500; Federal Funds $5,072)

RECEIVED
STATE HWY ENGR
MAR 8 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig to
3/8

14. DATE 3/6/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Hood River Co.
84-107

SEE INSTRUCTIONS ON REVERSE

KEY ID# 2653

SECTION Columbia River Highway Slide Correction MP53

REGION Metro-Region

Hwy #2

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	2	614-1912	1/4/85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		1,500
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		5"000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		3,000
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 22,400
PREVIOUS AUTHORIZATION		$ 16,900
ADD. AUTH. REQUIRED		$ 5,500

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER IR-84-2(14)53

LOCATION ENGINEER'S REMARKS

The major work on this project should be paid for on an hourly rate basis in accordance with Section 221 of the standard specifications for highway construction, Oregon - 1984 addition.

RECEIVED
ROAD DESIGN SECTION

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E.J. Dunn, Project Manager

PREPARED BY	DATE 1-22-85	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 1/24/85	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 3-13-85
RECOMMENDED, LOCATION ENGINEER X	DATE 2-22-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 11/19/84 & 3/4/85	

734-1914 (7-82)

Mai 6-1

rll **U. S. DEPARTMENT OF TRANSPOR TION** FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**		1. FEDERAL-AID PROJECT NO. IR-84-2(14)53 2. STATE PROJECT NO. See Below
3. FROM Dale E. Wilken, Division Administrator FHWA - Oregon Division	4. PROGRAM NO. 5. ITEM NO. 50110	2A. COUNTY NAME Hood River

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
11/19/84	Interstate 84	Primary 2

10. GENERAL LOCATION:

Mile Post 53 Slide Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ XX PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY TEC $16,900
FF $15,585

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 11/9/84.

RECEIVED
STATE HWY ENGR
NOV 23 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 11/23

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
11/20/84	G. K. Hessner	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

DATE: November 6, 1984

TO: Oregon Transportation Commission

FROM: for H.S. Coulter
State Highway Engineer

SUBJECT: Requests for Approval to Add Sixteen Projects to and Remove one from the Six Year Program

On your Agenda for your consideration at the November 20 meeting will be a request to add the following projects to the Six Year Highway Improvement Program.

SECTION: Columbia River Highway Slide Correction (MP 53)
HIGHWAY: Columbia River
COUNTY: Hood River
PROGRAM YR: 1985
FUNDING: I-4R
Total Estimated Cost: $ 475,000

DESCRIPTION: A rock slide recently occurred at M.P. 53 of the Columbia River Highway and inspection shows the potential for future slides. This project would scale the existing rock face and create a bench.

IMPACT: Interstate 4R funds are available, the impact on funding would be minimal.

The following projects to be added are all Highway Bridge Replacement funded. HBR funds are available; the impact will be small.

SECTION: Davis Slough Bridge #6516
HIGHWAY: Coos Bay - Roseburg
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 106,000

DESCRIPTION: Wooden piles and caps are badly deteriorated. The project would replace wood piles and cap with concrete.

SECTION: Lampa Creek Bridge #03184
HIGHWAY: Coquille - Bandon
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 675,000

DESCRIPTION: This is a badly deteriorated wooden structure built in 1923. The project is for replacement with a concrete structure.

SECTION: Shingle House Slough Bridge #3166A
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 576,000

DESCRIPTION: This bridge has a wooden substructure situated in the intertidal zone and is subject to limnoria attack. The project is for replacement with a concrete structure.

SECTION: Shingle House Slough Bridge #6514
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 366,000

DESCRIPTION: This bridge has a wooden substructure situated in the intertidal zone and is subject to limnora attack. The project is for replacement with a concrete structure.

SECTION: Tenmile Creek Bridge #0949
HIGHWAY: Oregon Coast (Frontage Road)
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 403,000

DESCRIPTION: This is a wooden structure built in 1924. The project is for replacement with a concrete structure.

SECTION: Creek Bridge #1755C
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 110,000

DESCRIPTION: The present structure is wood, built in 1932. The project is for replacement with a 60" culvert.

SECTION: Creek Bridge #1755I
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 91,000

DESCRIPTION: This is a wooden structure built in 1932. The project is for replacement with double 65" x 40" arch pipe culverts.

SECTION: Creek Bridge #17550
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost $ 213,000

DESCRIPTION: This is a wooden structure built in 1932. The project is for replacement with a concrete structure.

SECTION: Green Creek Bridge #4019
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 276,000

DESCRIPTION: This is a wooden structure built in 1931. The project is for replacement with a concrete structure.

SECTION: R/W Bridge on Lt. #6688
HIGHWAY: Florence - Eugene
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 33,000

DESCRIPTION: This wooden structure is badly deteriorated. The project is for replacement with a concrete bridge or pipe.

SECTION: Washburn Irrig. Ditch Bridge #1755F
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 110,000

DESCRIPTION: This bridge, built in 1932, has a wooden substructure. The project is for replacement with double 81" x 59" arch pipe culverts.

SECTION: Shan Creek Bridge #01672
HIGHWAY: Rogue River Loop
COUNTY: Josephine
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 481,600

DESCRIPTION: This is a wooden structure built in 1927. The project is for replacement with a structure.

SECTION: Smith River Bridge #02129
HIGHWAY: Oregon Coast Highway
COUNTY: Douglas
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 48,000

DESCRIPTION: The wooden deck on the structure is deteriorated. The project calls for replacing the deck with precast concrete and rubberized AC overlay.

SECTION: Warner Canyon Creek (Or. 140) Br. #02344
HIGHWAY: Klamath Falls - Lakeview
COUNTY: Lake
PROGRAM YR: 1986 Construction
FUNDING: HBR
Total Estimated Cost: $ 125,000

DESCRIPTION: The existing structure is obsolete. This project is for replacement with a concrete slab span structure.

SECTION: Birch Creek (Ochoco Hwy.) Br. #05009
HIGHWAY: Ochoco
COUNTY: Wheeler
PROGRAM YR: 1986 Construction
FUNDING: HBR
Total Estimated Cost: $ 90,000

DESCRIPTION: The existing structure is functionally and structurally obsolete. The project is for replacement with a concrete slab span structure.

The following is a request to remove a project from the Six Year Program.

SECTION: Enterprise - Lewiston Hwy. Rockfalls
HIGHWAY: Enterprise - Lewiston
COUNTY: Wallowa
PROGRAM YR: 1987 Construction
FUNDING: FAP
Total Estimated Cost: $ 50,000

DESCRIPTION: Investigation has found no apparent problems due to falling rocks.

IMPACT: Due to a short supply of FAP funds this change will have a positive effect on the Program.

cc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
E.S. Hunter
W.E. Schwartz
G.A. Potter
C.O. Fredrickson
J.H. Versteeg
L.E. George
Cam Gilmour
F.E. Terpin
V.E. Skoog
Region Engineers
George Bell

RM:me

1985 District 8 Paving Project 10,006
sec's Redwood Hwy. near Wilderville and Selma.

10,006

November 4, 1986

CON 5 - #10,006

Industrial Indemnity Company
Bond Department
421 SW Sixth Avenue
Portland OR 97204

On October 29, 1986, we wrote to you concerning release of final payment on Contract No. 10,006 awarded to Copeland Paving, Inc. for work on the District 8 Paving Project on two sections of the Redwood Highway (near Wilderville and Selma) in Josephine County.

Final payment on this contract is $10,514.94 and the total contract amount is $359,033.56, including $1,559.94 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Copeland Paving, Inc.
P.O. Box 608
Grants Pass, OR 97526

bc: C. O. Fredrickson
Walt Hart
James J. Gix

10,006

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10006

TO: Commission Services

DATE: October 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10006, On Site Work Substantially Completed August 30, 1985

All Work Completed April 29, 1986

Project District 8 Paving Project

Highway Redwood

County Josephine

Type of Work Paving

Contractor Copeland Paving, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-29-86 - Surety letter written.

RECEIVED
OCT 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION DISTRICT 8 PAVING	WEEK ENDING December 21,1985
		SECTION PREFIX C10006
	HIGHWAY Redwood	COUNTY Josephine
NAME OF JOB DISTRICT 8 PAVING	KIND OF WORK Paving	
CONTRACTOR COPELAND PAVING, INC	CONTRACT NUMBER 10006	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 17,1985	DATE WORK STARTED July 31,1985	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $412,626.42	SPECIFIED COMPLETION DATE August 31,1985	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $379,907.14	ENGINEERING AUTHORIZATION $32,719.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $363,547.50	ENGINEERING COST TO DATE $18,786.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN -4.5 %	PERCENT OF AUTHORIZATION 57 %	DATE PROJECT WAS COMPLETED: August 30,1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.18
MILES PARTIALLY COMPLETED					5.18
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					9,010tn
TOTAL QUANTITIES CORRECTED TO DATE					9,010tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					8,940tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	NA			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONTR. NO: 10006 DATE: Dec.21, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	NA
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS:. scheduled paving completed. Extension of Paving Limits, aproximately 1700ft., approved by Bill Quinn and completed.

2nd notification 8/30/85. Semi final is almost complete.

VISITORS:
NEXT WEEK:

SIGNED Ron Busey
Busey
LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1985 Dist. 11 Pav. Proj. 4 mi. W. 10,007
Klamath Falls-Lakeview Hwy.& 39 mi. N.
of Lakeview on Lakeview-Burns Hwy.

10,007

November 4, 1986

CON 5 - #10,007

United Pacific Insurance Company
33405 8th Avenue S.
C-3000
Federal Way, WA 98003

On October 29, 1986, we wrote to you concerning release of final payment on Contract No. 10,007 awarded to Valentine Surfacing Co. for work on the District 11 Paving Project on the Klamath Falls-Lakeview and Lakeview-Burns Highways in Lake and Harney Counties.

Final payment on this contract is $5,387.10 and the total contract amount is $1,160,835.18. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Valentine Surfacing Co.
P.O. Box 768
McMinnville, OR 97128

bc: C. O. Fredrickson
Walt Hart
Dale Allen

STATE OF OREGON

INTEROFFICE MEMO

TO: Jim Wilson
Don Thurston
Dick Nelson

DATE: November 6, 1985

RECEIVED
STATE HWY ENGR
NOV 7 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FROM: Dale Allen
Dale D. Allen
Region Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Technical Report #2
Cold Recycle - Region 4

Copy
#10,000

A concern I had was how good a bond we were getting with the partial depth recycle work. As you recall, we started out at Sisters with tack only on each side of the berm. As the jobs progressed we had 3 or 4 small tack streams running ahead of the windrow. At the end, the train had been modified with a full width spray bar. Thurston's records should show where the changes were made.

Jim Wilson suggested the easiest way to determine how good of bond was obtained would be simply to cut cores and break a few at the cold joint. The attached report shows the results of this effort on all 3 projects.

What the report indicates is that the best bond occured at Sisters and was fair at Alkali Lake and Lakeview. Very poor bond occured where we used the High Float and polymer emulsions.

My feelings are that at Sisters the "fines" which remained in the cut were high in asphalt and were generally quite sticky. The combination of these high asphalt fines plus the tack apparently provided good bond. At Alkali Lake the fines were very dry and had little adhesion qualities. These fines, I feel, tended to reduce the bond and need to be addressed in next years jobs. Some method to reduce the fines falling into the cut area, removing them from the cut, or extra heavy tacking are the possible corrective methods. (where we have dry fines)

My recommendation would be to require the contractor to side cast or catch the fines falling off the belts if they are dry and increase the tack shot to 0.15 to 0.20 gallons. I believe the tack rate used last year was near 0.10 gallon. Visually, it did not provide a good coverage and with the voids evident in the cores, it would appear we could tolerate the additional emulsion.

Don/Dick - Please give me your comments and how the new specs will address this.

DA:mr
encl

cc: W. E. Schwartz
Don Adams

STATE OF OREGON

INTEROFFICE MEMO

TO: Dale D. Allen
Region Engineer

DATE: October 31, 1985

FROM: Ron Shartner Ron
Region Inspector

SUBJECT: Cores on the Recycle Projects
Sisters--Redmond
District 11 Paving Projects

As requested by Dale Allen, Richard Nelson, Don Thurston, and the Lab, the following observations were made when drilling the 4" and 6" cores for the Lab (cores have been delivered to the Lab).

Sisters--Redmond Project:

M.P. 93.5 4 Cores 8' Rt. and 10 Rt., two 4" cores in each spot for the Lab; at 10' Rt. three 6" cores for gradation and asphalt content. Adherence to the surface below the recycled material was good on all the cores in this area. I drilled several cores on the meet line at Centerline and at the outside edge, adherence was good.

M.P. 98.0 7' Lt. and 9' Lt, two 4" cores in each spot for the Lab and three 6" cores for the Lab. Adherence was good on all the cores in this area.

M.P. 108.30 7' Rt and 9' Rt Three 6" cores for the lab; two 4" cores in each spot for the Lab. Adherence was good on all the cores in this area.

M.P. 111.0 7' and 9' Lt Three 6" cores for the Lab; two 4" cores in each spot for the Lab. Adherence was good on all the cores in this area.

Throughout the project the adherence of the recycled material to the pavement below was real good. The void content didn't look too bad. The cores held together well, no separation of cores and fine materials. The project, according to the cores of recycled material, adheres to the pavement below really well.

Klamath Falls--Lakeview M.P. 81.79-92.0±

M.P. 87.0 10' Lt. Three 4" cores for the Lab
6' Rt. Two 4" cores for the Lab
6' Rt. Three 6" cores for the Lab.

The adherence of recycled material to the pavement below was fair. The cores held together well.

M.P. 91.0	9' Rt.	Three 4" cores for the Lab.
	5' Rt.	Two 4" cores for the Lab.
	5' Rt.	Three 6" cores for the Lab.

The adherence of recycled material to the pavement below was fair. The cores held together well.

M.P. 83.0	9' Rt.	Three 4" cores for the Lab
	9' Rt.	Three 6" cores for the Lab.
	6' Rt.	Two 4" cores for the Lab.

The adherence of recycled material to the pavement below was fair; cores held together well.

Lakeview--Burns Hwy M.P. 35.16-65.7

M.P. 37.0	6' Rt	One 4" core for the Lab.

Adherence was fair.

M.P. 40.0	6' Rt.	Three 4" cores for the Lab.
	9' Lt.	Two 4" cores for the Lab.
	9' Lt.	Three 6" cores for the Lab
	10' Rt.	One 4" core for the Lab.

Adherence was fair.

M.P. 41.0	8' Rt.	One 4" core for the Lab
M.P. 44.0	6' Rt.	One 4" core for the Lab.
M.P. 46	5' Lt.	One 4" Core for the Lab.

Adherence was fair.

M.P. 51 & 52.0 4' Lt. Two 4" cores for Lab--150S. The cores fell apart in the drill. The adherence was very poor.

M.P. 51.0	6' Rt.	Three 6" cores for the Lab
	6' Rt.	Two 4" cores for the Lab.
	9' Rt.	Three 4" cores for the Lab.

Adherence was fair.

M.P. 53.0	11' Lt.	One 4" core for the Lab.	HFE 150
M.P. 54.5	7' Lt.	One 4" core for the Lab.	HFE 150
M.P. 55.0	10' Rt.	One 4" core for the Lab.	
M.P. 55.0	3' Lt.	One 4" core for the Lab.	HFE 150
M.P. 59.0	11' Rt.	One 4" core for the Lab.	
M.P. 62.0	5' Rt.	One 4" core for the Lab.	
M.P. 62.0	9' Lt.	Three 4" cores for the Lab.	
M.P. 62.0	6' Lt.	Two 4" cores for the Lab.	
M.P. 62.0	6' Lt.	Three 6" cores for the Lab.	
M.P. 63.0	4' Rt.	One 4" core for the Lab.	
M.P. 65.0	9' Rt.	One 4" core for the Lab.	
M.P. 73.0	8' Rt.	One 4" core for the Lab.	

Adherence of the recycled material to the pavement below was fair-good on the above areas.

RS:br

10,007

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10007

TO: Commission Services **DATE:** October 24, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10007 , On Site Work Substantially Completed September 5, 1985

All Work Completed October 5, 1985

Project District 11 Paving Project

Highway Klamath Falls-Lakeview & Lakeview-Burns

County Lake and Harney

Type of Work Paving

Contractor Valentine Surfacing Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

10-30-86 - Surety letter written.

RECEIVED
OCT 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

SAFECO

SAFECO INSURANCE COMPANIES
PORTLAND DIVISION
4101 S.W. KRUSE WAY
LAKE OSWEGO, OREGON 97034

TELEPHONE (503) 635-9111

September 24, 1985

The State of Oregon
Oregon State Highway Dept.
1225 Ferry Street SE
Salem, OR 97310

ref 9·26 w/enc
Sollis

RECEIVED
STATE HWY ENGR
SEP 26 '85
REFER TO
Pat
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Glass Damage Claims
Location - Highway 140
Our Master File - Carl Gilliland
Our Policy - P 956396
Date of Loss - August 9, 1985

Gentlemen:

We are writing to you to put you on notice of a claim against the State of Oregon Highway Department. As of this time, we are advising you of seven glass claims. We ask that you acknowledge this notice and refer our correspondence to your Risk Management claims department.

All of our claims were a result of the re-surfacing job done on Hwy. 140 between Lakeview and approximately 18 miles west. It appears from our investigation that the state and/or their contractor was negligent in this re-surfacing. Enclosed with this letter is a billing on each of the involved people as well as a computer printout showing our payments. Each of the losses will be summarized below.

1. Insured: Carl Gilliland
   Policy No.: P 956396
   Date of Loss: August 9, 1985
   Total: $260.53 (including insured's $50.00 deductible)

2. Insured: Shackle Distributing
   Policy: BA 8510022
   Date of Loss: August 10, 1985
   Total Loss: $312.00 (including insured's $50.00 deductible)

3. Insured: John Darling
   Policy: P 990327
   Date of Loss: August 15, 1985
   Total Cost: $35.00 (repair to windshield/no deductible taken)

4. Insured: Philip Israel
   Policy No.: P 987948
   Date of Loss: August 22, 1985
   Total Loss: $35.00 (repair of windshield/no deductible)

SAFECO INSURANCE COMPANY OF AMERICA
SAFECO LIFE INSURANCE COMPANY
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA
SAFECO NATIONAL INSURANCE COMPANY
SAFECO NATIONAL LIFE INSURANCE COMPANY

5. Insured: Virgil Crawford
   Policy: P 963077
   Date of Loss: August 23, 1985
   Total Payment: $262.80 (includes insured's $50.00 deductible)

6. Insured: George Franklin
   Policy: P 981681
   Date of Loss: August 23, 1985
   Total Loss: $308.50 (no deductible was taken)

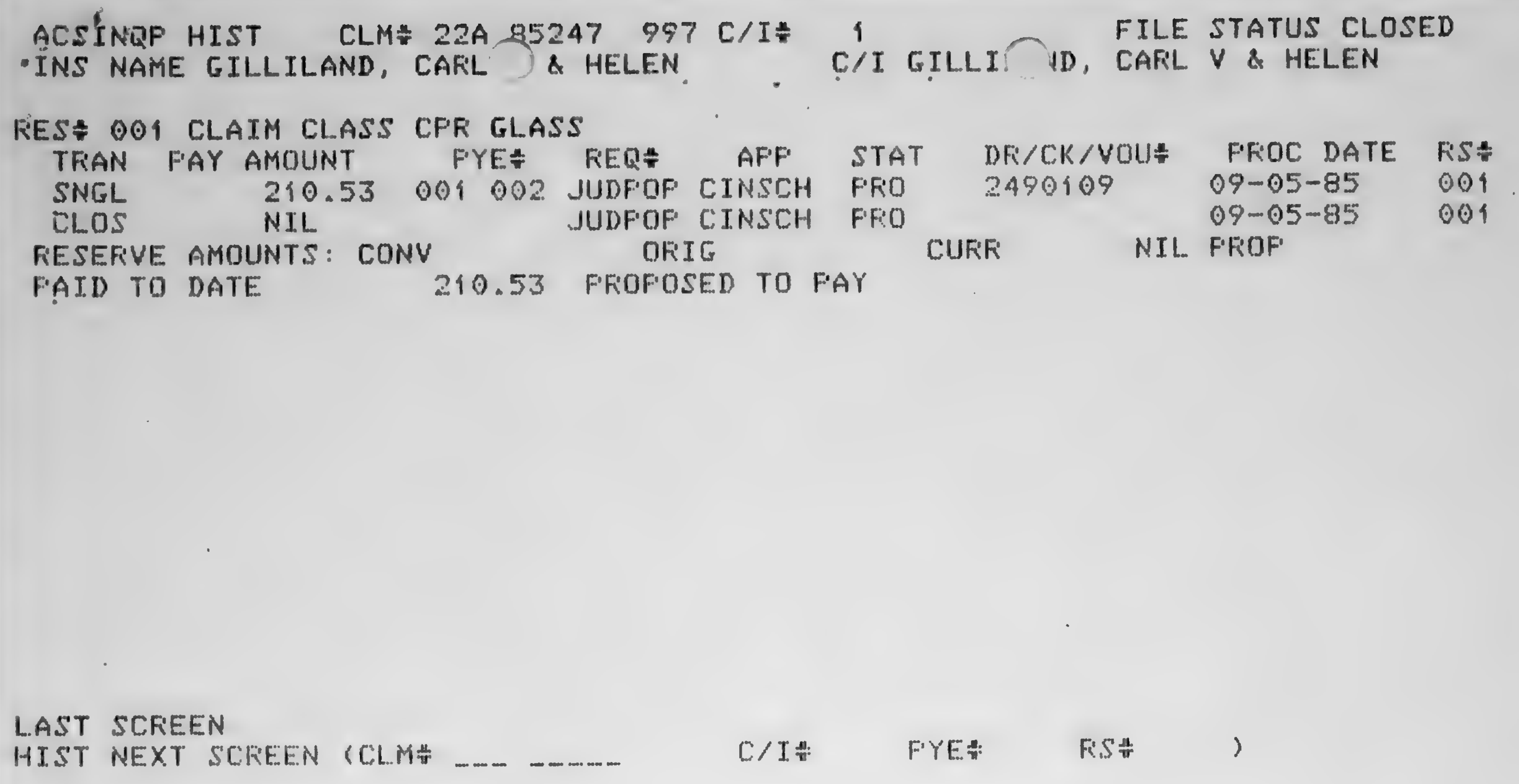
7. Insured: E. J. Pierson
   Policy: P 147798
   Date of Loss: August 26, 1985
   Total Loss: $35.00 (repair of windshield/no deductible taken)

The total loss for all of these claims amounts to $1,248.83. Please accept this letter as notification of these claims. If you do not intend to honor our claims, we would appreciate being advised so we can proceed with appropriate action.

Very truly yours,

Q L Raymond

Q. L. Raymond
Portland Subrogation Unit
bb



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ACSINQP HIST    CLM# 22A 85247  997 C/I#    1              FILE STATUS CLOSED
 INS NAME GILLILAND, CARL    & HELEN           C/I GILLI   ND, CARL V & HELEN

RES# 001 CLAIM CLASS CPR GLASS
  TRAN  PAY AMOUNT      PYE#    REQ#     APP     STAT   DR/CK/VOU#   PROC DATE  RS#
  SNGL        210.53  001 002 JUDPOP CINSCH  PRO    2490109      09-05-85   001
  CLOS        NIL             JUDPOP CINSCH  PRO                 09-05-85   001
 RESERVE AMOUNTS: CONV            ORIG            CURR         NIL PROP
 PAID TO DATE           210.53  PROPOSED TO PAY





LAST SCREEN
HIST NEXT SCREEN (CLM# ___ _____      C/I#      PYE#      RS#       )
```

Computer Payments

Blair & Snyder.

MIKE'S BODY SHOP
120 No. M Street
Lakeview, OR 97630

OFFICE COPY

REPAIR ORDER 0278

X

Name CARL Gilliland
Address 910 So 10th Lakeview Ore.
Phone TIME WANTED ENT. BY

MAKE OF CAR	75 Dodge
MODEL	P4
SERIAL	
MOTOR	
MILEAGE	
LICENSE	

Date 8-29-85
RETAIN PARTS FOR INSPECTION ☐ DISCARD PARTS ☐
• CODE N=NEW U=USED R=REBUILT

OPER. NO.	INSTRUCTIONS	AMOUNT
	LUBRICATE ☐ CHANGE OIL ☐ FLUSH TRAN. ☐ FLUSH DIFF. ☐ WASH ☐ POLISH ☐	
	Replace Windshield W7967	2 6
	List - 347.55 - 40%	
	TOTAL LABOR	

QUAN.	•	PART NO. OR DESCRIPTION	AMOUNT
		Windshield	208 53
		TOTAL PARTS ▶	208 53

SEP 3 0

ESTIMATE - LABOR	
ESTIMATE - PARTS	
ESTIMATE TOTAL ▶	
Tires	
Gals. Gas @	
Qts. Oil	
Lbs. Grease	
TOTAL - GAS - OIL - GREASE	

Tires	
Gas, Oil, Grease	
Outside Work	
TAX	
Labor	52 00
SUB TOTAL	
TOTAL	260 53

CONDITIONS

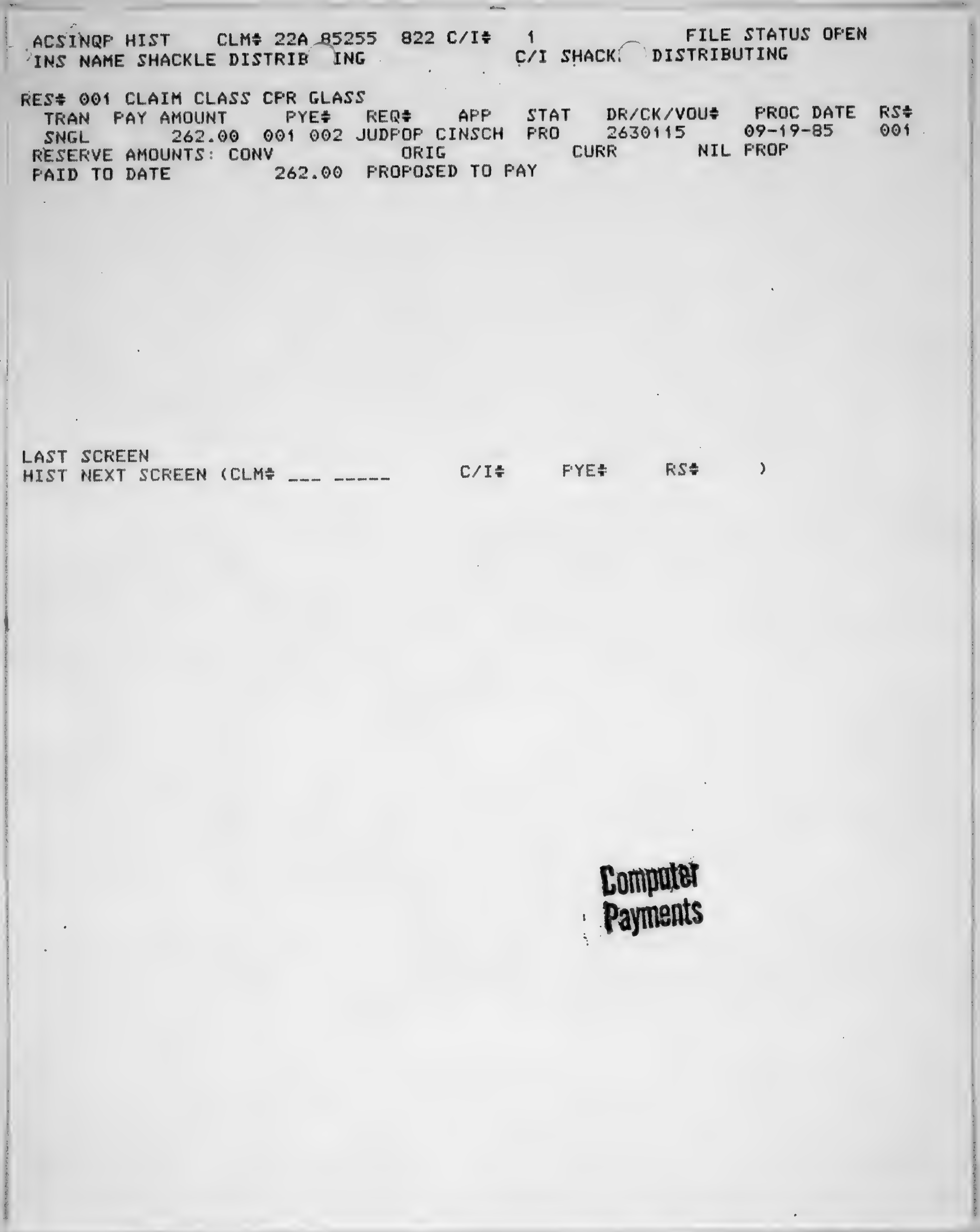
I HEREBY AUTHORIZE THE ABOVE REPAIR WORK TO BE DONE ALONG WITH THE NECESSARY MATERIAL, AND HEREBY GRANT YOU AND/OR YOUR EMPLOYEES PERMISSION TO OPERATE THE CAR, TRUCK OR VEHICLE HEREIN DESCRIBED ON STREETS, HIGHWAYS OR ELSEWHERE FOR THE PURPOSE OF TESTING AND/OR INSPECTION. AN EXPRESS MECHANIC'S LIEN IS HEREBY ACKNOWLEDGED ON ABOVE CAR, TRUCK OR VEHICLE TO SECURE THE AMOUNT OF REPAIRS THERETO.

NOT RESPONSIBLE FOR LOSS OR DAMAGE TO CARS OR ARTICLES LEFT IN CARS IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.

Work Authorized By Date

POSTING REFERENCE

REDIFORM 4N 486



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 ACSINQP HIST    CLM# 22A 85255  822 C/I#   1          FILE STATUS OPEN
 INS NAME SHACKLE DISTRIB  ING              C/I SHACK   DISTRIBUTING

RES# 001 CLAIM CLASS CPR GLASS
  TRAN  PAY AMOUNT      PYE#  REQ#    APP   STAT   DR/CK/VOU#   PROC DATE  RS#
  SNGL        262.00  001 002 JUDPOP CINSCH PRO    2630115      09-19-85   001
 RESERVE AMOUNTS: CONV          ORIG           CURR        NIL PROP
 PAID TO DATE           262.00  PROPOSED TO PAY















LAST SCREEN
HIST NEXT SCREEN (CLM# ___ _____      C/I#     PYE#     RS#      )
```

Computer
Payments

THE AUTO CENTER
2065 No. 4th St.
Lakeview, OR 97630
947-2214

X

ESTIMATE OF REPAIRS

AS LISTED FOR LABOR AND MATERIALS
VERBAL AGREEMENTS NOT BINDING - ESTIMATES FREE

OWNER BRUCE Shackle		DATE
ADDRESS 710 [illegible] · 6	PHONE	EST. NO.
INSURANCE CO.		ORDER NO.
ADDRESS	PHONE	LICENSE NUMBER

YEAR - MAKE	MODEL	MILEAGE	MOTOR NO.	SERIAL NO.
85 Ford				

OPER.	DESCRIPTION OF LABOR OR MATERIAL	PART NO.	MATERIAL		LABOR	
Re	place windshield					
	W 911 [illegible]		~~[illegible]~~		3	0
			252	00		

PARTS PRICES BASED ON STANDARD CATALOG PROCUREMENT PRICE LISTS SUBJECT TO CHANGE WITHOUT NOTICE. PROCUREMENT AND DELIVERY CHARGES MAY BE ADDED FOR SPECIAL SERVICE ON ITEMS NOT AVAILABLE LOCALLY.

OLD PARTS REMOVED FROM CARS WILL BE JUNKED UNLESS OTHERWISE INSTRUCTED IN WRITING.

THE ABOVE IS AN ESTIMATE BASED ON OUR INSPECTION AND DOES NOT COVER ADDITIONAL PARTS OR LABOR WHICH MAY BE REQUIRED AFTER THE WORK HAS BEEN OPENED UP. OCCASIONALLY AFTER WORK HAS STARTED WORN PARTS ARE DISCOVERED WHICH ARE NOT EVIDENT ON FIRST INSPECTION. BECAUSE OF THIS THE ABOVE PRICES ARE NOT GUARANTEED.

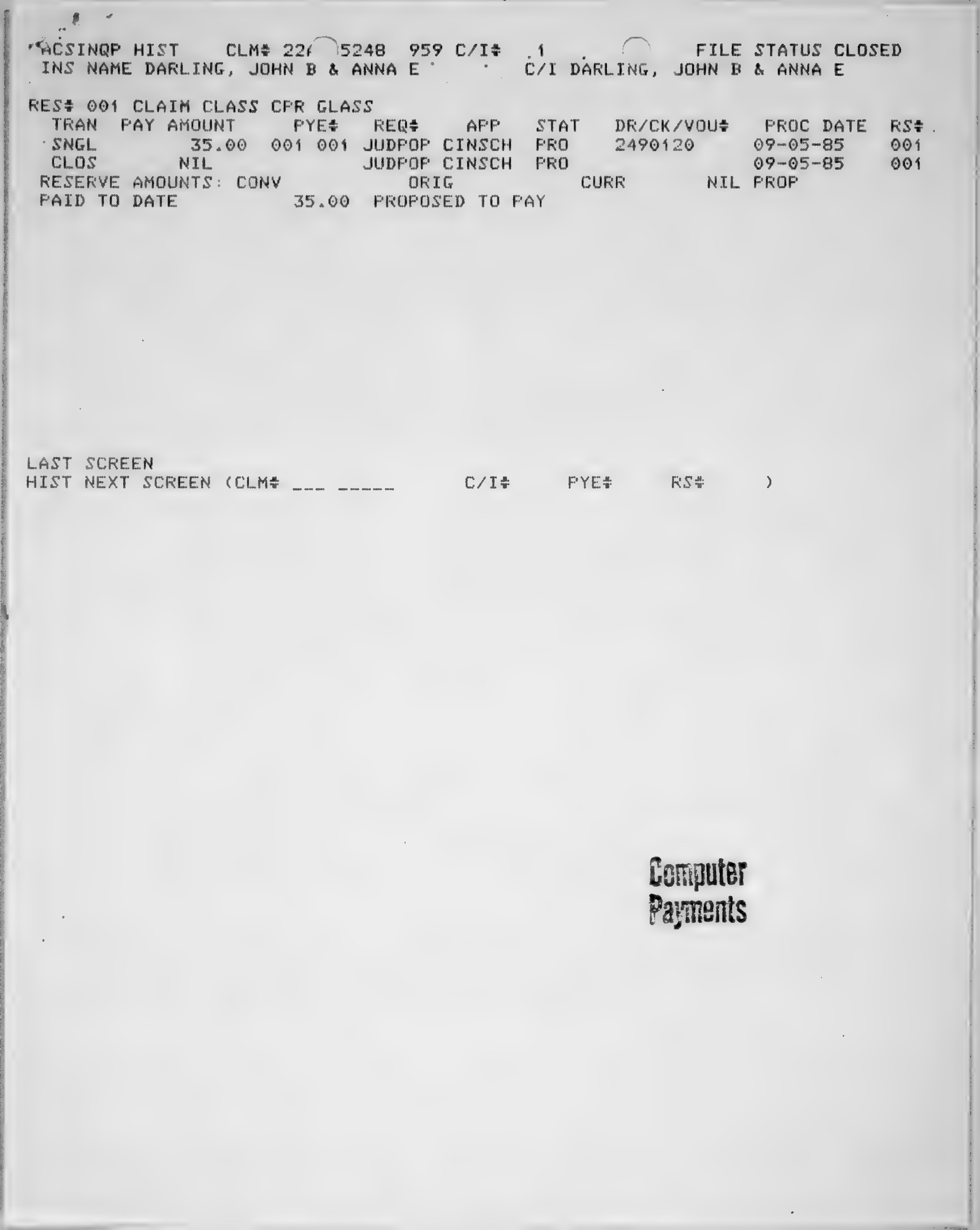
TOTAL MATERIAL		
TOTAL LABOR	60	00
TOTAL MATERIAL	25[illegible]	[illegible]
TAX		
PAID OUT-TOW & STORAGE		
SUBLET REPAIRS		
TOTAL	312	00

ESTIMATED BY

ESTIMATE APPROVED BY

AUTHORIZED AND ACCEPTED

BY OWNER OR AGENT [illegible] L Shackle DATE [illegible]-85



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ACSINQP HIST    CLM# 22  5248  959 C/I#  1              FILE STATUS CLOSED
 INS NAME DARLING, JOHN B & ANNA E           C/I DARLING, JOHN B & ANNA E

RES# 001 CLAIM CLASS CPR GLASS
  TRAN  PAY AMOUNT      PYE#    REQ#     APP    STAT   DR/CK/VOU#    PROC DATE  RS#
  SNGL         35.00  001 001 JUDPOP CINSCH  PRO    2490120       09-05-85    001
  CLOS        NIL             JUDPOP CINSCH  PRO                  09-05-85    001
 RESERVE AMOUNTS: CONV            ORIG             CURR        NIL PROP
 PAID TO DATE            35.00  PROPOSED TO PAY





LAST SCREEN
HIST NEXT SCREEN (CLM# ___ _____       C/I#      PYE#      RS#       )
```
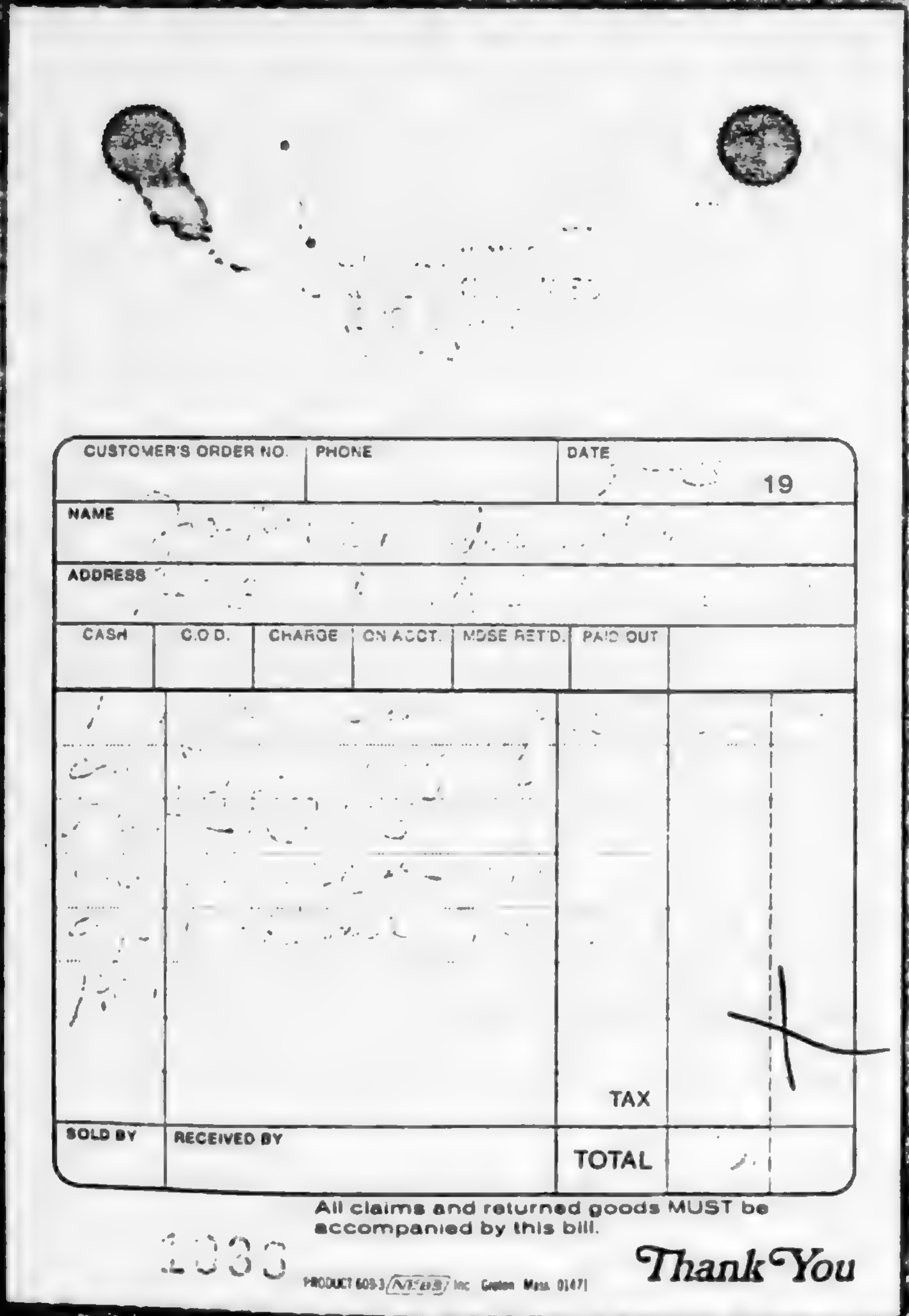

Computer
Payments



CUSTOMER'S ORDER NO.	PHONE	DATE 19
NAME		
ADDRESS		

CASH	C.O.D.	CHARGE	ON ACCT.	MDSE RET'D.	PAID OUT

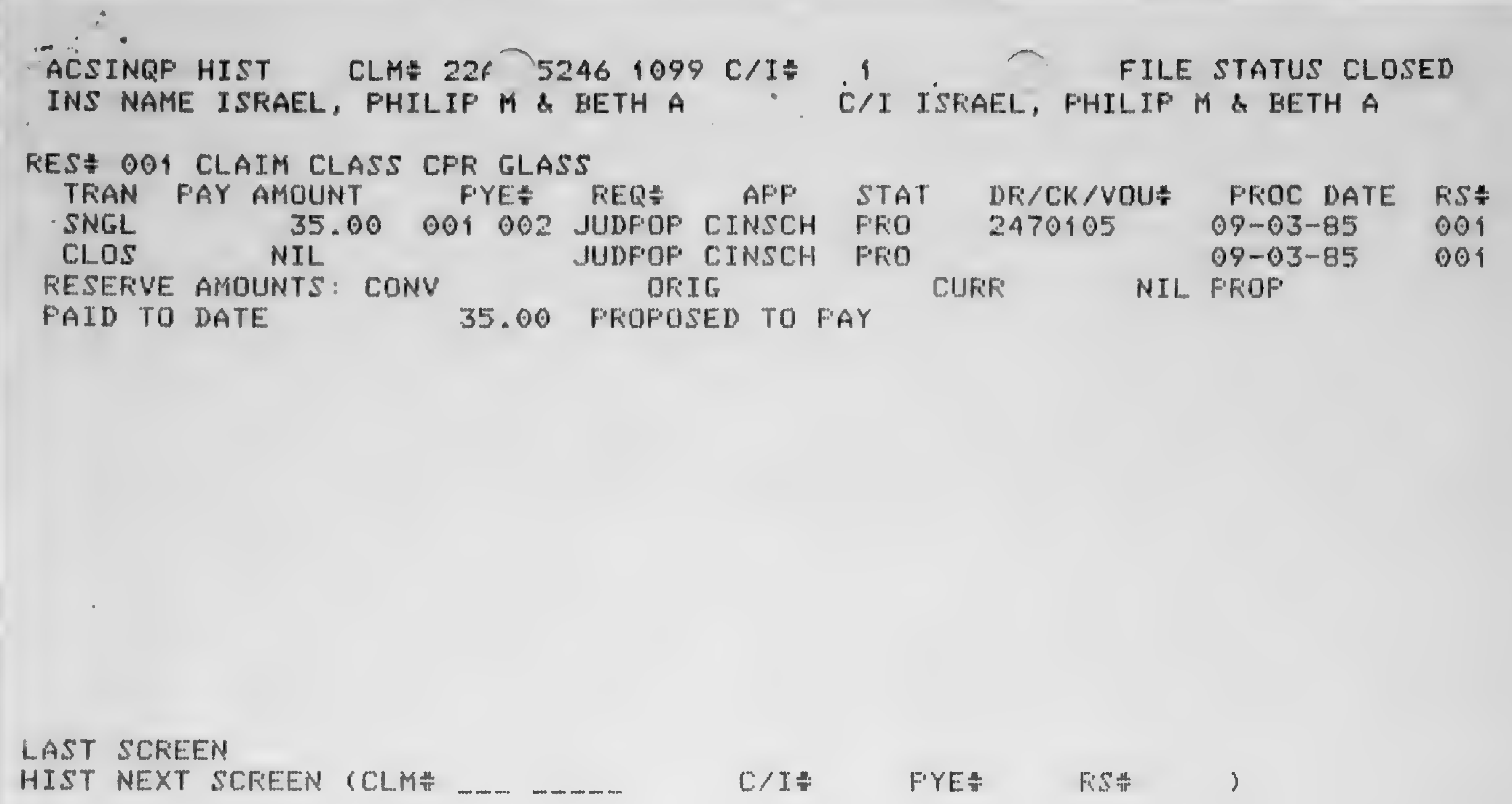
		TAX	
SOLD BY	RECEIVED BY	TOTAL	

All claims and returned goods MUST be accompanied by this bill.

1036

PRODUCT 603-3 NEBS Inc. Groton Mass. 01471

Thank You



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ACSINQP HIST    CLM# 226 5246 1099 C/I#  1              FILE STATUS CLOSED
 INS NAME ISRAEL, PHILIP M & BETH A           C/I ISRAEL, PHILIP M & BETH A

RES# 001 CLAIM CLASS CPR GLASS
  TRAN  PAY AMOUNT      PYE#   REQ#     APP    STAT   DR/CK/VOU#   PROC DATE  RS#
  SNGL        35.00  001 002 JUDPOP CINSCH  PRO    2470105      09-03-85   001
  CLOS       NIL             JUDPOP CINSCH  PRO                 09-03-85   001
 RESERVE AMOUNTS: CONV          ORIG             CURR        NIL PROP
 PAID TO DATE          35.00  PROPOSED TO PAY















LAST SCREEN
HIST NEXT SCREEN (CLM# ___ _____       C/I#      PYE#      RS#      )
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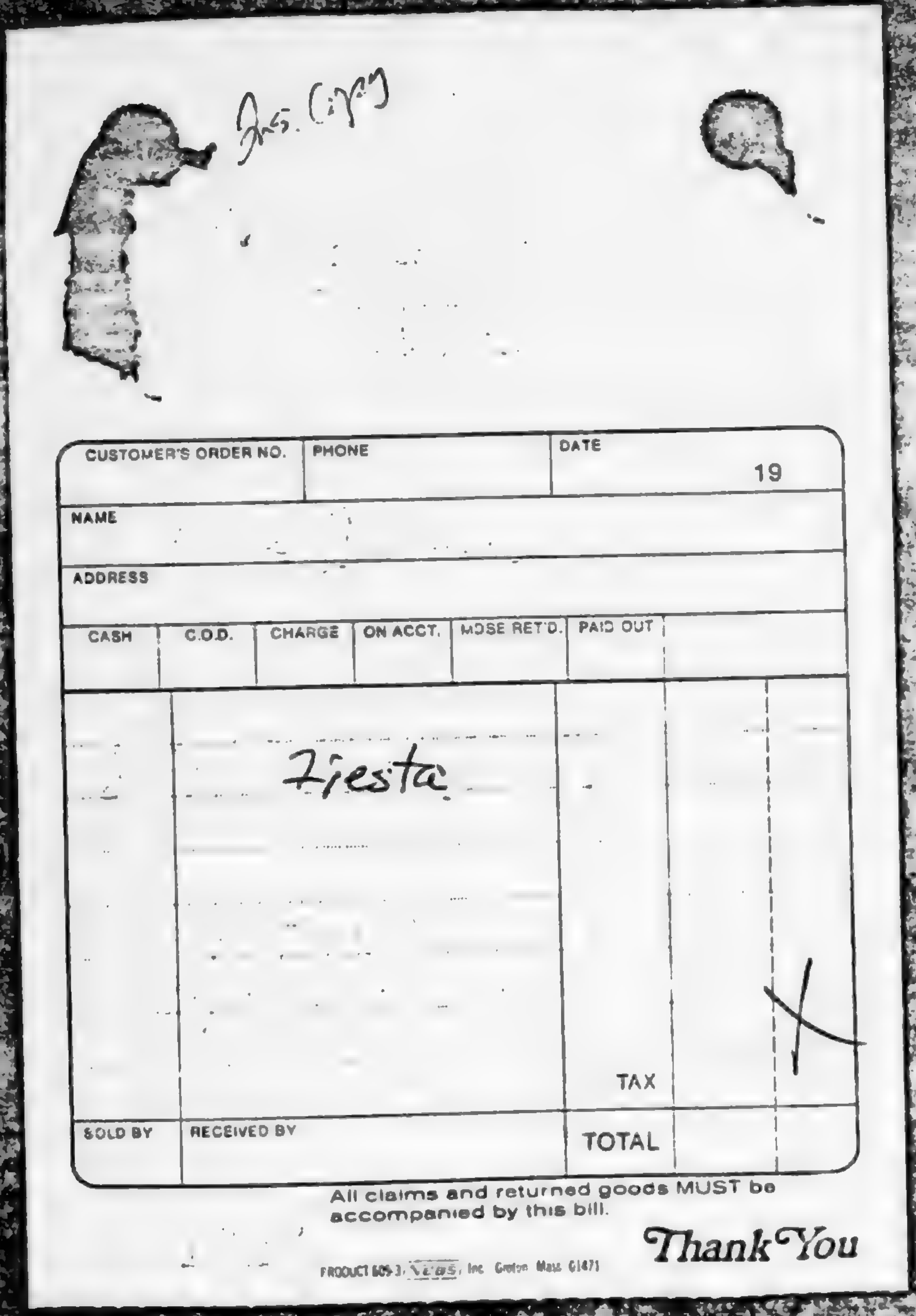
Computer
Payments



Jas. Copy

CUSTOMER'S ORDER NO.	PHONE	DATE 19
NAME		
ADDRESS		

CASH	C.O.D.	CHARGE	ON ACCT.	MDSE RET'D.	PAID OUT

	Fiesta			✓
		TAX		
SOLD BY	RECEIVED BY	TOTAL		

All claims and returned goods MUST be accompanied by this bill.

Thank You

PRODUCT 605-3 NEBS, Inc. Groton Mass 01471

```
ACSINQP HIST    CLM# 22A  5252 1356 C/I#   1              FILE STATUS CLOSED
INS NAME CRAWFORD, VIRGIL H                      C/I CRAWFORD, VIRGIL H

RES# 001 CLAIM CLASS CPR GLASS
  TRAN  PAY AMOUNT      PYE#    REQ#     APP    STAT    DR/CK/VOU#    PROC DATE  RS#
  SNGL        212.80  001 002 JUDPOP CINSCH  PRO     2530213       09-09-85   001
  CLOS        NIL             JUDPOP CINSCH  PRO                   09-09-85   001
 RESERVE AMOUNTS: CONV           ORIG            CURR          NIL PROP
 PAID TO DATE          212.80  PROPOSED TO PAY











LAST SCREEN
HIST NEXT SCREEN (CLM# ___ _____       C/I#     PYE#     RS#      )
```

Computer
Payments

COLLINS MOTORS, Inc.
P. O. Box 1309 • 947-3327
LAKEVIEW, O ON 97630

BODY SHOP

Nº 000602

QUAN.	ITEM NO. & DESCRIPTION	PRICE
1	W/847 W/shield	225 60
	Less Disc	68 80
		206 80
	SUBLET REPAIRS	
	TOTAL	

NAME Virgel Crawford
DATE 9/3/85
ADDRESS 219 No I St
CITY Lakeview, Ore
PHONE RES. 3831
PHONE BUS.
YEAR 76 MAKE Chev MODEL P/U
LICENSE NO.
MILEAGE
VIN
WRITTEN BY
INSURANCE COMPANY
ADDRESS
ADJUSTOR
CUSTOMER PAYS →
INS. CO. PAYS →

OPER. NO.	INSTRUCTIONS	LABOR
25	Replace W/shield	56 00
	Blair-Snyder Ins	
	50⁰⁰ Deductable	
	9-6-85 R# 9477	
	Customer Paid 50.00 Deductible	
		X

REPAIR ORDER No.
CUSTOMER NO.
KEY I

I hereby authorize the repair work herein set forth to be done along with the necessary material and agree that you are not responsible for loss or damage to vehicle or articles left in vehicle in case of fire, theft or any other cause beyond your control or for any delays caused by unavailability of parts or delays in parts shipments by the supplier or transporter. I hereby grant you and/or your employees permission to operate the vehicle herein described on streets, highways or elsewhere for the purpose of testing and/or inspection. An express mechanic's lien is hereby acknowledged on above vehicle to secure the amount of repairs thereto.

X____________________

SECURE RELEASE FOR
INVOICE TO
ADDRESS Virgel Crawford

INTERNAL SALES

	KEY	ACC'T NO.	SALE	KEY
	C	473 :		−
	C	473 :		−
	C	476 :		−
	C	481 :		−
	C	481 :		−
	C	479 :		−
POLICY NEW WORK USED	A B	15 _		+
POLICY WORK SERVICE		67 _		+
				+
				+

PARTS AND SERVICE SALES

		KEY	ACC'T NO.	SALE	KEY
BODY LABOR-CARS		C	470 :	56 00	−
BODY LABOR-TRKS		C	471 :		−
SUBLET REPAIRS		C	476 :		−
PTS. & ACC. R/O-CARS		C	477 :		−
PTS. & ACC. R/O-TRKS.		C	478 :	206 80	−
P & B SHOP MATERIALS		C	479 :		−
		C			−
TAX			324 :		−
SOURCE 30 (0)	CHARGE SALE		220 :	262 80	+
SOURCE 33 (0)	CASH SALE		225 :		+

FORM ROEA-777-6M (3-81)

Reynolds + Reynolds DAYTON, OHIO - DALLAS, TEX - TULARE, CALIF LITHO IN U.S.A.

S

© by REYNOLDS & REYNOLDS

S

```
ACSINQP HIST    CLM# 22[illegible]5259 1362 C/I#   1                 FILE STATUS CLOSED
 INS NAME FRANKLIN, GEORGE T & LINDA             C/I FRANKLIN, GEORGE T & LINDA

RES# 001 CLAIM CLASS CPR GLASS
  TRAN  PAY AMOUNT      PYE#   REQ#     APP    STAT   DR/CK/VOU#   PROC DATE  RS#
  SNGL        308.50  001 002 JUDPOP CINSCH  PRO    2600173      09-16-85   001
  CLOS        NIL             JUDPOP CINSCH  PRO                 09-16-85   001
 RESERVE AMOUNTS: CONV           ORIG              CURR             PROP
 PAID TO DATE          308.50  PROPOSED TO PAY







LAST SCREEN
HIST NEXT SCREEN (CLM# ___ _____       C/I#     PYE#     RS#      )
```

Computer
Payments

THE AUTO CENTER
2065 No. 4th St.
Lakeview, OR 97630
947-2214

ESTIMATE OF REPAIRS

AS LISTED FOR LABOR AND MATERIALS
VERBAL AGREEMENTS NOT BINDING - ESTIMATES FREE

OWNER George Franklin
DATE 9-6-85
ADDRESS 986 South K
PHONE
EST. NO.
INSURANCE CO. Lakeview
ORDER NO.
ADDRESS
PHONE
LICENSE NUMBER

YEAR - MAKE
MODEL
MILEAGE
MOTOR NO.
SERIAL NO.

QUAN.	DESCRIPTION OF LABOR OR MATERIAL	PART NO.	MATERIAL		LABOR	
Replace	Windshield					
	W937-List 334^{00}		250	50	2.	9

PARTS PRICES BASED ON STANDARD CATALOG PROCUREMENT PRICE LISTS SUBJECT TO CHANGE WITHOUT NOTICE. PROCUREMENT AND DELIVERY CHARGES MAY BE ADDED FOR SPECIAL SERVICE ON ITEMS NOT AVAILABLE LOCALLY.

OLD PARTS REMOVED FROM CARS WILL BE JUNKED UNLESS OTHERWISE INSTRUCTED IN WRITING.

THE ABOVE IS AN ESTIMATE BASED ON OUR INSPECTION AND DOES NOT COVER ADDITIONAL PARTS OR LABOR WHICH MAY BE REQUIRED AFTER THE WORK HAS BEEN OPENED UP. OCCASIONALLY AFTER WORK HAS STARTED WORN PARTS ARE DISCOVERED WHICH ARE NOT EVIDENT ON FIRST INSPECTION. BECAUSE OF THIS THE ABOVE PRICES ARE NOT GUARANTEED.

TOTAL MATERIAL		
TOTAL LABOR	58	00
TOTAL MATERIAL	250	50
TAX		
PAID OUT-TOW & STORAGE		
SUBLET REPAIRS		
TOTAL	308	50

ESTIMATED BY
ESTIMATE APPROVED BY

AUTHORIZED AND ACCEPTED

BY OWNER OR AGENT
DATE 9-6-85

```
ACSINQP HIST    CLM# 22[illegible]5246 1085 C/I#   1            FILE STATUS CLOSED
INS NAME PIERSON, E J                          C/I PIERSON, E J

RES# 001 CLAIM CLASS CPR GLASS
  TRAN  PAY AMOUNT      PYE#   REQ#    APP    STAT    DR/CK/VOU#    PROC DATE  RS#
  SNGL        35.00  001 002 JUDPOP CINSCH  PRO     2470104       09-03-85    001
  CLOS        NIL            JUDPOP CINSCH  PRO                   09-03-85    001
 RESERVE AMOUNTS: CONV          ORIG            CURR        NIL PROP
 PAID TO DATE             35.00  PROPOSED TO PAY
```

```
LAST SCREEN
HIST NEXT SCREEN (CLM# ___ _____       C/I#      PYE#     RS#      )
```

Computer
Payments

10,007

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION DISTRICT 11 PAVING PROJECT		WEEK ENDING September 7, 1985
		SECTION PREFIX C10007
HIGHWAY K. Falls- Lakeview & Lakeview - Burns		COUNTY Lake & Harney
NAME OF JOB DISTRICT 11 PAVING PROJECT	KIND OF WORK Pavement Recycle & Chip Seal	
CONTRACTOR Valentine Surfacing Company	CONTRACT NUMBER 10007	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT April 17, 1985	DATE WORK STARTED June 27, 1985	ESTIMATED COMPLETION DATE Sept. 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 26 SUPERVISION: 2	SPECIFIED WORK DAYS -- SPECIFIED CALENDAR DAYS --	WORK DAYS USED -- CALENDAR DAYS USED --
PROJECT AUTHORIZATION: $1,361,502.00	SPECIFIED COMPLETION DATE September 15, 1985	PERCENT OF TIME ELAPSED 95%
EXCLUSIVE OF ENGINEERING: $1,264,684.08	ENGINEERING AUTHORIZATION $96,817.92	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 87%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $1,120,743.00	ENGINEERING COST TO DATE $48,250.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 82%
ESTIMATED PERCENT: XXXXXX UNDERRUN 13 %	PERCENT OF AUTHORIZATION 50 %	DATE PROJECT WAS COMPLETED: 9/5/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	Profile 100%	Chip Seal 100%	Recycle 100%

	GRADING	SURFACING	Profile	Chip Seal	Recycle
MILES IN PROJECT			41.0	43.5	41.0
MILES PARTIALLY COMPLETED			0	0	0
MILES COMPLETED			41.0	43.5	41.0
TOTAL ESTIMATED QUANTITIES (CONTRACT) (lane miles)			82.0	87.0	82.0
TOTAL QUANTITIES CORRECTED TO DATE (lane miles)			82.0	87.0	82.0
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE (lane miles)			82.0	87.0	82.0
AVERAGE DAILY QUANTITIES (lane miles)			0	11.0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME (lane miles)			0	0	0
NUMBER OF SHIFTS PER DAY			0	1	0
HOURS PER SHIFT			0	8	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers, 50-70°	N/A		
MONDAY	Showers, 50-70°	N/A		
TUESDAY	Fair, 70-85°	N/A		
WEDNESDAY	Cloudy, 70-85°	N/A		
THURSDAY	Cloudy, 50-70°	N/A		
FRIDAY	Showers, 50-70°	N/A		
SATURDAY	Showers, 50-70°	N/A		

CE___ CAE ___ RECEIVED LS___TC___
COE___ OM___ SA___CC___
OE ___ SEP 23 1985 FE___CP___
CA___ PQC___
CAM___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work performed.
MONDAY	No work performed.
TUESDAY	Chip sealed, M.P. 46.7-37.4.
WEDNESDAY	Chip sealed 37.4-29.69.
THURSDAY	Broomed previous day's work. Moved out all equipment and personnel.
FRIDAY	No work performed.
SATURDAY	No work performed.

REMARKS

SIGNED ______ LOCATION ______

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1985 Rock Creek-County Line Sec, 10,008
Heppner-Spray Hwy. S. of Heppner
(oiling)

10,008

June 23, 1986

CON 5 - #10,008

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

Contract No. 10,008 awarded to Central Oregon Pavers, Inc. for work on the Rock Creek-County Line Section of the Heppner-Spray Highway in Morrow County was completed on August 23, 1985, and accepted by the State Highway Division on June 16, 1986.

Final payment in the amount of $500.00 will be released to the contractor after June 30, 1986. The total contract amount is $150,082.93 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Central Oregon Pavers, Inc.
P.O. Box 728
Redmond, OR 97756

Employers Insurance of Wausau
9400 S.W. Beaverton Hwy., Ste. 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

10,008

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10008

TO: Robert Gormsen
Manager, Commission Services

DATE: June 16, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10008, On Site Work Substantially Completed August 20, 1985

All Work Completed August 23, 1985

Project Rock Creek-County Line

Highway Heppner-Spray

County Morrow

Type of Work Oiling

Contractor Central Oregon Pavers, Inc.

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

noted RW Gormsen

6/23/86
[illegible]
[illegible]

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

1985 Swift/Union Inter.-E. 10.009
Marquam Inter. Sec, Pac. Hwy. N. Ptld.
(illumination revision)

CHA 8299. 4-25-85

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 3/6/87	REPORT MADE BY Larry Heil, Assistant Area Engineer		PROJECT NO. IR-5-6(117)300
COMPLETION DATE (Actual) 8/31/85	ACCEPTANCE DATE BY CONRTACT AGENCY 7/3/86	TIME ELAPSED 52 %	CONTRACT TIME 60 C.D. but not later than 8/31/85
LOCATION SEE BELOW			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SWIFT/UNION INTERCHANGE - EAST MARQUAM INTERCHANGE
PACIFIC HIGHWAY
Illumination

This project provided for intermittent replacement of existing luminaire units along I-5 with high pressure sodium units.

This contract was awarded to H & H Electric, Inc. on May 2, 1985. Work started July 31, 1985 and was completed August 31, 1985. There were no claims and the final construction cost of $61,835 underran the original authorization.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- LMH -

NOTED
V. E. SCHWART

RECEIVED
STATE HWY ENGR
MAR 18 '87
REFER TO
Fredrickson
FOR
Info Inv R/D [illegible]

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE Larry Heil	SIGNATURE
TITLE Assistant Area Engineer — DATE 3-16-87	TITLE District Engineer A — DATE 3/17/87

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

10,009

August 22, 1986

CON 5 - #10,009

Fireman's Fund Insurance Co.
Attention: Fidelity & Surety Dept.
121 S.W. Salmon Street, Suite 900
Portland, OR 97204

On July 14, 1986, we wrote to you concerning release of final payment on Contract No. 10,009 awarded to H & H Electric, Inc. for work on the Swift/Union Interchange-East Marquam Interchange Section of Pacific Highway in Multnomah County.

Final payment on this contract is $993.00 and the total contract amount is $56,035.44 including $627.44 for work performed under force account.

George Bell
Assistant Director

cc: H & H Electric, Inc.
P.O. Box 2578
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C.O. Fredrickson
Walt Hart
Rick Kuehn

10,009

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10009

TO: Robert Gormsen
Manager, Commission Services

DATE: July 7, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10009, On Site Work Substantially Completed August 31, 1985

All Work Completed May 6, 1986

Project Swift/Union Interchange-E. Marquam Interchange

Highway Pacific

County Multnomah

Type of Work Illumination Revision

Contractor H & H Electric, Inc.

WES:BMW:11

cc: B. M. Walton

CPC/FM2

7-14-86 - Surety letter written.

RECEIVED
JUL 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Contains Recycled Materials

10,009

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION SWIFT/UNION INTCHGE- E. MARQUAM INTCHNGE (PORTLAND)	WEEK ENDING May 31, 1986
		SECTION PREFIX 626-1017
	HIGHWAY PACIFIC	COUNTY MULTNOMAH
NAME OF JOB SWIFT/UNION-E MARQUAM INTCHGES	KIND OF WORK ILLUMINATION REVISION	
CONTRACTOR H & H Electric, Inc.	CONTRACT NUMBER 10009	FEDERAL AID PROJECT NUMBER IR-5-6(117)300
DATE OF CONTRACT MAY 2, 1985	DATE WORK STARTED July 31, 1985	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 66,372.22	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 60,575.52	ENGINEERING AUTHORIZATION $ 5,796.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 57,575.52	ENGINEERING COST TO DATE $ 5,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95
ESTIMATED PERCENT: OVERRUN UNDERRUN 0.0%	PERCENT OF AUTHORIZATION 94.9%	DATE PROJECT WAS COMPLETED: August 31, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	200 HPS	150 HPS	100 HPS	175 MH	175 MH w/Rt	175	MH w/Lt	
PERCENT	100	100	100	100	100		100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 25	Fair	0		
MONDAY 26	Fair	0		
TUESDAY 27	Fair	0		
WEDNESDAY 28	Fair	0		
THURSDAY 29	Fair	0		
FRIDAY 30	Fair	0		
SATURDAY 31		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

May 25 SUNDAY	No Activity
May 26 MONDAY	No Activity
May 27 TUESDAY	No Activity
May 28 WEDNESDAY	No Activity
May 29 THURSDAY	No Activity
May 30 FRIDAY	No ACtivity
May 31 SATURDAY	No Activity

REMARKS

PROJECT STATUS: Final Inspection held February 11, 1986. All field work complete.

ANTICIPATED NEXT WEEK: Submit Semifinal Estimate on June 6, 1986.
THIS WILL BE THE LAST WEEKLY REPORT!

SIGNED Jerry Street LOCATION Portland, OR
Jerry C. Street, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

10,009

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:

CON 5
10009

DATE: February 20, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Bruce M. Walton
for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-6(117)300

Contract 10009, Work Completed August 31, 1985

Project Swift/Union Intch.-E. Marquam Intch.

Highway Pacific

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date April 2, 1986

G. K. [illegible]
for Dale E. Wilken
Division Administrator

RECEIVED
STAT HWY ENGR
APR 4 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVED
FEB 21 1986
OREGON DIVISION

734-2023 (2-85)

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	5-29
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-1-85

Form Approved; O M B No. 04-R2089	
State	OREGON
County	MULTNOMAH
Project Number	IR-5-6(117)300

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 20, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 11,330.00	$ 77,702.00
Federal funds	$ 10,448.00	$ 71,656.00
Other revisions		

This modification is made for the following reasons: To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of May, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 3, 1985

FEDERAL AID PROJECT NO. IR-5-6(117)300

SWIFT/UNION INTERCHANGE-E. MARQUAM INTERCHANGE SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$11,330.00
	TOTAL	$11,330.00

TYPE CODE Y030
ILLUMINATION

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$ 2,320.00
Temporary Signs	Sq. Ft.	361	7.00	2,527.00
Temporary Barricades	Each	4	30.00	120.00
Temporary Plastic Safety Markers	Each	35	40.00	1,400.00
Sequential Arrow Signs	Each	2	450.00	900.00
Flaggers	Hour	100	7.00	700.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	50,000.00
		SUBTOTAL		$ 57,967.00
		Engineering		8,405.00
		TOTAL		$ 66,372.00

Length of Project ----------- 0.0 mile

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	CITY FUNDS
P.E.	$ 11,330.00	$ 10,448.00	$ 882.00
Illumination	66,372.00	61,208.00	5,164.00
Total	$ 77,702.00	$ 71,656.00	$ 6,046.00

Group 1: 100%
Contract No. 10,009
Prefix: 626-1971 P.E.
Prefix: 626-1017

CPL:pf

STATE COPY

TO BE COMPLETED BY FHWA		STATE
11-249	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 11-3-?	Oregon COUNTY Multnomah PROJECT NO. IR-5-6(117)300

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Swift-Union Interchange-East Marquam Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-2-84	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 11,330.00	FEDERAL FUNDS $ 10,448.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne [illegible]

For Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator NOV 20 1984

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon November 15, 1984

Federal-Aid Project No. IR-5-6(117)300

Swift Union Interchange-East Marquam Interchange
Pacific Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 11,330.00
		Total	11,330.00

Length of Project	0.0 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	City Funds
Preliminary Engineering	$ 11,330.00	$ 10,448.00	$ 882.00
Retain in Program			
Construction	134,750.00	124,266.00	10,484.00
Total	$ 146,080.00	$ 134,714.00	$ 11,366.00

Group 1 100%
Prefix: 626-1971
WH:bkb

April 25, 1985

City of Portland
City Hall
Portland, OR 97204

AGR

Attention: Jewel Lansing
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your records are two fully executed copies of an agreement for replacement of the existing illumination system on the Swift/Union Interchange-East Marquam Interchange Section, Pacific Highway, and the East Fremont Interchange-West Marquam Interchange Section, Stadium Freeway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment
bc: Gary Potter
FKN:js

10,229

April 15, 1985 PRO

Mr. Dick Schmidt
Highway Coordinator
Bureau of Street &
Structural Engineering
Room 802, 1120 SW Fifth Avenue
Portland, OR 97204-1971

Dear Mr. Schmidt:

On April 11, 1985 we received a satisfactory bid from H&H Electric Inc., P.O. Box 6209, Bend, Oregon 97708, for the Swift/Union Intchge.-E. Marquam Intchge. of the Pacific Highway.

The Cooperative Improvement Agreement No. 8299 requires the City of Portland to deposit it's share of the project costs at this time. The city's share is computed as follows:

Contractor's Bid	$ 57,967.00
Contingencies (4 1/2%)	2,608.52
Engineering (10%)	5,796.70
TOTAL CONSTRUCTION COST	$ 66,372.22
Less Federal Funds (92%)	61,062.44
CITY'S SHARE	$ 5,309.78
ROUNDED	$ 5,300.00

Please submit your $5,300 , which should not be later than May 3, 1985, using one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

RLD:bkb
Attachment
bc w/A.D. #85-~~24~~32: Wayne Schulte, Metro Region
V.E. Skoog - Please return completed A.D. #85-32 when completed.

10 [illegible]

nig

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST. TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-6(117)300

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken
Division Administrator, FHWA OR Div
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50097

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 5 '85
REFER TO Potter
FOR
Info [illegible] B/D D/R Sign Act

Orig w/ att. to 4/8

7. DATE AUTHORIZATION EFFECTIVE 3-20-85

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary

10. GENERAL LOCATION:
SWIFT/UNION INTERCHANGE - EAST MARQUAM INTERCHANGE SECTION

11. GENERAL DESCRIPTION OF WORK
Illumination Revision

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's March 18, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $177,168; Federal Funds $163,384.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve "no passing zone" striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

CON 21-2
5.E.
C

nig

U.S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-6(117)300

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50097

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11-2-84

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

SWIFT - UNION INTERCHANGE - EAST MARQUAM INTERCHANGE

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* TEC $11,330; Federal Funds $10,448.

13. REMARKS

As requested by Mr. Potter's letter of October 30, 1984

RECEIVED
STATE HWY ENGR
NOV 6 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
11/6

14. DATE 11/5/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-2
I-5, E'

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: October 30, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50097
Project No. IR-5-6(117)300
Swift Union Intchg.-E. Marquam Intchg. Section
Pacific Highway
Multnomah County

Attached support data consists of PR-1 form and project map.

I request authorization to proceed with the PS&E phase of preliminary engineering, including utility preparatory work, at an estimated total cost of $11,330 with obligation of $10,448 federal funds.

I contend that it is in the public interest to proceed with this project although it is not included in the MSD TIP FY '85 A/E. The project falls in the category of Energy Conservation and will not result in an alteration of land use or traffic flow patterns that would require a change in planning completed or underway by the MPO.

JLG:bkb
Attachments
cc: Ed Hardt (Metro)
General Files

Form 734-3122

10,009

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

In Reply Refer To
File No.:
84-88

DICK SCHMIDT, Highway Coordinator
Department of Public Works
City of Portland
1120 S.W. Fifth, Room 805
Portland, OR 97204-1971

Subject: PROPOSED AGREEMENT
Project Name: Freeway Illumination
Funding: I-4R
City of Portland

Attached are four bound copies and one unbound information copy of a proposed agreement covering responsibilities related to replacement of existing illumination on Section of I-5 and I-405.

Would you please review this with your staff and with other affected city bureaus and if it is satisfactory, arrange for an ordinance authorizing execution by the proper city officials. The bound, signed copies should be returned to me at this office and the information copy may be retained. Two fully executed copies will be sent to you for your records following final action by the Highway Division.

Remarks:

If you have any questions, please do not hesitate to call.

Wayne Schulte

WAYNE SCHULTE
Federal Aid Specialist

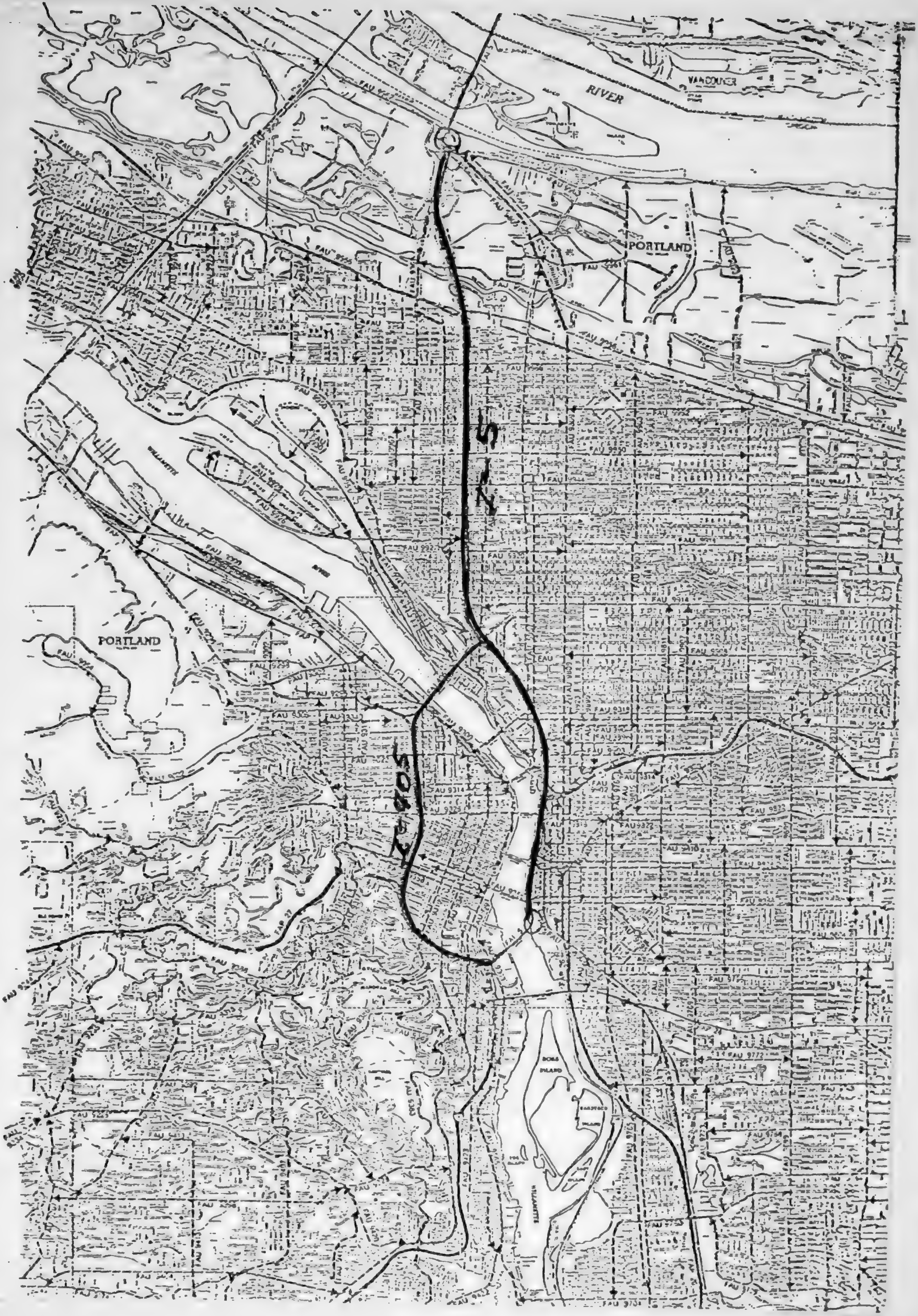
WS:po

Attachments (5 copies, Agreement)

cc: Ed Marges

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
DEC 18 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

734-1850


VANCOUVER
RIVER
PORTLAND
I-5
PORTLAND
WILLAMETTE
I-405
WILLAMETTE

10,009

CITY OF
PORTLAND, OREGON
DEPARTMENT OF PUBLIC WORKS

Mike Lindberg, Commissioner
Bureau of Street Lighting
1120 S.W. 5th Avenue
Portland, Oregon 97204-1956
(503) 796-7017

September 12, 1984

Karen Bunk
Oregon Dept. of Transportation
9002 SE McLoughlin Blvd.
Milwaukie, OR 97222

Dear Karen:

This letter confirms our September 11 phone conversation concerning cost estimates for converting freeway lights within Portland. The lights on I-5 between the Marquam Bridge and the N. Tigard Interchange will not be included in this project. Our records show a total of 126 fixtures on this section (18 - 250 watt mercury vapor and 108 - 400 watt mercury vapor).

Based on our per unit cost estimates, this reduces the construction budget from $198,000 to $175,000. It does not effect the preliminary engineering estimate of $16,000. A 40% contingency should still be included, as well.

Thank you for your help.

Sincerely,

Cynthia J. Kurtz

Cynthia Kurtz
Bureau of Street Lighting

CJK/bmk
cc: Bill Hughes

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 31 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

AGREEMENT INFORMATION

[illegible] Union - Marquam
I-405 Marquam → Fremont

File: 54-88

Project Freeway Lighting Revision - C.O.P.

Agency City of Portland Date 7/6/84

Type of Project Roadway Illumination

Agreement for: ( )PE Only (✓)PE, Const. Fin. ( ) Cont./Fin. ( ) Maint.

Funds: FAIX FAU FASC Title II HBR Other I-4R

The agreement on this project should provide for the following responsibilities where applicable:

	N/A	State	Applicant	Consultant
Major PE	( )	(✓)	( )	( )
Field Survey	( )	(✓)	( )	( )
~~Prepare Environmental Statements~~	(✓)	( )	( )	( )
~~Public Hearings~~	(✓)	( )	( )	( )
~~Citizen Involvement~~	(✓)	( )	( )	( )
Preliminary Design Plans & Specs	( )	(✓)	( )	( )
Final Design Plans & Specs	( )	(✓)	( )	( )
~~Acquire R/W~~	(✓)	( )	( )	( )
Major Construction Engineering	( )	(✓)	( )	( )
Utility Responsibility	( )	(✓)	( )	( )
Maintenance After Completion	( )	(✓)	( )	( )
~~Signal Maintenance~~	(✓)	( )	( )	( )
Power Consumption	( )	( )	(✓)	( )
Local Match (%)		~~( )~~	(8%)	

Construction by Constract (✓) State Forces ( ) Local Forces ( )

Advance Deposit Required PE (✓) Construction (✓) N/A ( )

State will Advertise, Let, and Award All Contracts.

State will Monitor Preliminary Engineering and Construction Activities for Federal Compliance.

State will Review and Process all Environmental Statements.

State and Agency will Cooperate in carrying out Provisions of the Oregon Action Plan.

State will perform Lab Testing and Final Checking.

R/W Service Agreement will be Prepared if Required.

Note: City levy which funds street lighting and will provide match dollars for this project expires June 30, 1985.

SERIES TITLE:
Construction Contracts

LAST RECORD
IDENTIFICATION:
10.009 (1985)

OMI

Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

CERTIFICATE OF AUTHENTICITY

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Roll Number 257
Customer Name ODOT
Classification Construction Contracts
Starting File 9953 #1 (1985)
Ending File 10.009 (1985)

The film has been processed and inspected to accepted standards to achieve archival quality. The quality of the individual images is directly related to the color and quality of the original documents. Every effort has been made to obtain the maximum quality micrographic reproduction of these documents.

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City State

Camera Operator Deanna J. Olsen

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END
OF
ROLL